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EL CAJON GENERAL PLAN 2000

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CHAPTER 1

INTRODUCTION

A. EL CAJON AND THE REGION

The El Cajon Planning Area is a part of the metropolitan San Diego area. Located on the eastern edges of the cities of San Diego and La Mesa and south of the city of Santee, El Cajon is about 15 miles inland from the coast. Interstate 8 provides the main connection with San Diego and the coast to the west, and continues eastward across the southern United States. The international border with Mexico is within a half-hour drive to the south, and Los Angeles is approximately 125 miles north. The Planning Area occupies about 12,600 acres. The present size of the City of El Cajon is approximately 9,130 acres or 14.3 sq. miles.

El Cajon comprises most of the urbanized portion of the Planning Area with an estimated population of 92,600 persons in 1997(Dept. of Finance).

The City was incorporated in 1912, and is a General Law city with a Council-City Manager form of government. The Spanish term "el cajon" meaning "the box" is descriptive of the physical setting of the area which is a broad level valley surrounded by hills rising 200 to 600 feet above the valley floor.

The city limits of El Cajon encompass a major part of the valley floor which had served, in the days of Mission San Diego de Alcala, as a natural enclosure for livestock grazing and more recently had served as rich agricultural land. Still undergoing rapid urbanization, the area is in the eastern portion of nearly continuous and undifferentiated urban growth radiating outward from the City of San Diego.

The City is decidedly suburban to San Diego, but contains a large, independent employment base and shopping area and serves in a regional capacity to the eastern San Diego County area.

B. THE EL CAJON PLANNING PROGRAM

The City of El Cajon adopted its first General Plan on May 18, 1970. During 1974 and 1975, the City added State-mandated General Plan elements to the plan for housing, seismic safety and safety, conservation, noise and scenic highways. It underwent major revisions in 1976 and has received periodic updates from then to the present.

The General Plan includes all current general plan elements and sets forth adopted policies expressing the official position of the City with regard to physical and environmental development of the El Cajon Planning Area to the year 2000.

The organization of the Plan is such that Basic Goals and Objectives and the Policies necessary to implement them occupy a prominent place within this document. It is very much intended that the plan text strongly influence the City's actions respecting future development.

C. THE DESIGNATIONS USED IN THE GENERAL PLAN

The designations of the General Plan include land uses and types of circulation facilities. These are described in the following sections, and Table 9, Distribution of Land Uses in the General Plan.

DESIGNATIONS USED IN THE GENERAL PLAN

1. The Uses of the Land

The Plan expresses land use policy in terms of broad land use designations. Such designations on the General Plan land use map are not zoning classifications, which contain specific land use requirements and are established by duly enacted City ordinance. Instead, the General Plan designations indicate which zoning classifications are appropriate for an area and are reflected in a matrix in the back of the General Plan text. The City's zoning classifications must reflect and be consistent with the land use policies of the General Plan as required by State law.

The land use categories of the General Plan map are as follows:

Residential

Low-Low Density	3 or less dwelling units/net acre resulting in approximately 3 persons/net acre.*
Low Density	3-10 dwelling units/net acre resulting in approximately 12 persons/net acre.*
Low-Medium Density	10-18 dwelling units/net acre resulting in approximately 20 persons/net acre.*
Medium Density	18-20 dwelling units/net acre resulting in approximately 35 persons/net acre.*
High Density	20-30 dwelling units/net acre resulting in approximately 49 persons/net acre.*

Commercial

Regional Retail	A broad range of uses in conjunction with facilities having regional significance.
General Retail	General retail and office.

*City of El Cajon staff estimate.

Neighborhood Retail	General retail uses emphasizing those associated with daily convenience shopping; e.g., food stores, laundries, restaurants.
Offices and Other Non-Retail	Emphasizing uses primarily associated with office activities.

Industrial

Industrial Park	Quality manufacturing and process office uses.
Light Industrial	Wholesaling, light manufacturing, storage and associated uses.

Public and Semi-Public

Public and Semi-Public Facilities	Libraries, fire stations, hospitals, etc.
Educational Institutions	Public and private schools.
Airport	Gillespie Field.

Open Space

Parks and Public Recreation	Neighborhood small parks, community parks.
School Related Recreational Uses	Playgrounds and playfields.
Recreational Trails	

Open Space	Hillside areas of very limited development potential which can be retained as public or private open space or areas of very low density and clustered residential development. Density may not exceed three dwelling units per acre in an area of clustered residential development.
Special Development Areas	Areas which present special problems of development, difficult to solve with application of the usual City regulations and for which special regulations are suggested by the General Plan.

This General Plan contains no designation for agricultural uses.

2. Circulation

The Plan delineates the arrangement of several types of facilities comprising the circulation system which is designed to provide the means of movement for persons and goods throughout the Planning Area. The facilities are classified according to their function and are as follows:

A. Freeways

B. Primary Thoroughfares

C. Secondary Thoroughfares

D. Collector Streets

E. Bikeways (routes, paths, trails, etc.)

The precise determinations on local street openings, closings, widenings or other treatment are not a part of this General Plan.

3. Other Designations

A. Superblock	A large block bounded by Park Avenue, Ballantyne, E. Main Street and Magnolia, containing the City Hall, the East County Regional Center and the East County Performing Arts Center.
B. Redevelopment Area	A legally created redevelopment district formed in 1971 and expanded in 1987 containing the Superblock, the historic central business district, major portions of the City's principal business streets, and extending northward to the City's main industrial area.

CHAPTER 2

BASIC GOALS, OBJECTIVES AND POLICIES

A. BACKGROUND

The City's Basic Goals and Objectives are largely the work of an ad hoc citizens' advisory committee convened by the City Council for that purpose. The policies supporting the Goals and Objectives are largely a compilation from three sources: from previous, successful General Plan policies tailored to the restated Goals and Objectives, from Planning Commission review, and from staff recommendations.

For the purpose of this Plan, a Goal, Objective and Policy are defined as follows:

GOAL:	A broadly stated and attainable purpose of the City.
OBJECTIVE:	A statement which is clearly subordinate to a Goal which more closely defines a particular area of interest or course of action.
POLICY:	A specific course of action or pre-stated position which directly assists in implementing a Goal or Objective. Policies are intended to spur specific actions and guide specific decisions. Some policies are ongoing while others have specific completion dates.

NOTE: The Citizens' Advisory Committee utilized a 1987 Citizens' Survey to help formulate the Goals and Objectives which were then referred to the Planning Commission and the City Council for refinement.

B. USER'S GUIDE TO GOALS AND OBJECTIVES

The User's Guide on the following pages is intended to provide the reader with a correlation between the Basic Goals and Objectives and the individual elements which make up portions of the General Plan. The numbering designation in the User's Guide mirrors the numbering system used for the Goals and Objectives which follow. For example, Goal 1 has eight subordinate Objectives designated as 1-1 through 1-8 respectively. Where a Goal or Objective (arrayed along the left side of the page) applies to a particular element (arranged along the top of the page) an asterisk is placed in the resulting matrix.

It can be readily seen that many Goals and Objectives correlate to the broad Land Use Element of the Plan while very few relate to the more specialized Historic Preservation Element.

To check how a particular element would be implemented, one could check which Goals and Objectives would be pursued to achieve that element.

GENERAL PLAN TEXT REFERENCES																	
GOAL 4	OBJ. 3-2	OBJ. 3-1	GOAL 3	OBJECTIVES 2-3	OBJECTIVES 2-2	OBJECTIVES 2-1	GOAL 2	OBJECTIVES 1-8	OBJECTIVES 1-7	OBJECTIVES 1-6	OBJECTIVES 1-5	OBJECTIVES 1-4	OBJECTIVES 1-3	OBJECTIVES 1-2	OBJECTIVES 1-1	GOAL 1	GENERAL PLAN ELEMENTS
																	ANNEXATION
					*			*			*						CIRCULATION
									*								CONSERVATION
																	HISTORIC PRESERVATION
																	HOUSING
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	LAND USE
																	NOISE
									*		*				*		OPEN SPACE
				*				*						*			SAFETY
																	HAZARDOUS WASTE
																	SOLID WASTE

GENERAL PLAN TEXT REFERENCES																		
OBJECTIVES						GOAL 6	OBJECTIVES						GOAL 5	OBJECTIVES				GOAL 4	
6-6	6-5	6-4	6-3	6-2	6-1		5-6	5-5	5-4	5-3	5-2	5-1		4-4	4-3	4-2	4-1		GENERAL PLAN ELEMENTS
																			ANNEXATION
*	*	*	*	*	*	*	*								*		*		CIRCULATION
							*												CONSERVATION
																			HISTORIC PRESERVATION
							*	*	*	*	*	*	*						HOUSING
			*				*	*	*	*	*	*	*	*	*	*	*		LAND USE
							*												NOISE
							*												OPEN SPACE
							*					*		*					SAFETY
																		*	HAZARDOUS WASTE
																		*	SOLID WASTE

GENERAL PLAN TEXT REFERENCES																		
OBJ.		GOAL 9	OBJECTIVES									GOAL 8	OBJ 7-1	GOAL 7	OBJ.		GOAL 6	
9-2	9-1		8-9	8-8	8-7	8-6	8-5	8-4	8-3	8-2	8-1				6-8	6-7		GENERAL PLAN ELEMENTS
													*					ANNEXATION
	*								*	*						*		CIRCULATION
			*	*	*	*	*			*	*	*			*	*		CONSERVATION
																		HISTORIC PRESERVATION
																		HOUSING
*	*	*				*	*	*	*				*	*		*		LAND USE
								*	*									NOISE
																		OPEN SPACE
													*					SAFETY
																		HAZARDOUS WASTE
																		SOLID WASTE

GENERAL PLAN TEXT REFERENCES

GOAL 16	OBJECTIVE 15-2	OBJECTIVE 15-1	GOAL 15	OBJECTIVE 14-2	OBJECTIVE 14-1	GOAL 14	OBJ. 13-1	GOAL 13	GOAL 12	GOAL 11	GOAL 10	OBJECTIVE 9-4	OBJECTIVE 9-3	GOAL 9	GENERAL PLAN ELEMENTS
															ANNEXATION
									*	*					CIRCULATION
									*			*			CONSERVATION
									*						HISTORIC PRESERVATION
				*	*	*			*						HOUSING
					*				*	*			*		LAND USE
		*	*	*			*	*	*	*	*	*	*		NOISE
									*						OPEN SPACE
	*	*	*						*						SAFETY
*									*			*			HAZARDOUS WASTE
*															SOLID WASTE

GOAL 1

The City will improve its appearance through a variety of efforts.

OBJECTIVE

1-1. Ordinance requirements for landscaping of commercial areas will be reviewed, upgraded and enforced.

POLICIES

1-1.1. Adequate landscaped off-street parking areas shall be provided for all commercial areas and they shall be properly maintained.

1-1.2. Numerous trees and ample landscaping shall be used around and within commercial areas to break up the monotonous and barren look of parking areas.

OBJECTIVE

1-2. Old, nonconforming signs, derelict signs and abandoned signs will be made to conform to the sign ordinance.

POLICIES

1-2.1. The City shall continue the practice of conducting an annual public hearing to eliminate derelict and abandoned signs.

1-2.2. The City shall keep an inventory of nonconforming, derelict and abandoned signs by property.

GOAL 1

1-2.3. The development or redevelopment of a property shall be used as a means of bringing the nonconforming signs on said

property into conformance with the sign ordinance.

1-2.4. The City shall continue the vigorous enforcement of sign regulations, including the adoption of new penalties for repeated sign violations.

OBJECTIVE

1-3. Signs which must be viewed from the public street (street name signs, addresses, traffic signs, etc.) shall be visible, attractive and well maintained.

POLICIES

1-3.1. The City shall conduct periodic assessments of street name signs, street address numbers and traffic signs to see that they are clearly visible and well-maintained.

1-3.2. The City shall coordinate the requirements for street addresses between the various codes and if necessary draft an ordinance setting the City requirements for street addresses.

1-3.3. The City shall conduct periodic work programs designed to bring street addresses into compliance with required ordinances.

1-3.4. The City shall establish ongoing work programs for the maintenance and replacement of street and traffic signs.

GOAL 1

OBJECTIVE

1-4. The City will establish minimum, objective, design criteria to improve the appearance of future development.

POLICIES

1-4.1. The City's design criteria will be set forth as a policy which shall be adopted by the City Council.

1-4.2. The City shall adopt a permanent ordinance setting forth requirements for design criteria and review procedures for all development proposals in the city. This ordinance shall include specific procedures for design review within the City's expanded redevelopment district, and shall adopt by reference the design criteria adopted by City Council policy.

OBJECTIVE

1-5. A concept of urban design will be established, particularly for major thoroughfares and entrance points to the city.

POLICIES

1-5.1. The City shall adopt a series of design plans for the treatment of major thoroughfares within the city, starting first with those major streets within the expanded redevelopment district. These plans may take into account all visual aspects of the streets, including paving, sidewalks, signage, landscaping, street lights, undergrounding of utilities, street furniture, bus stop shelters, and landscaping and setback areas on the adjacent

private property. These shall be adopted as specific plans and shall serve to enhance and unify the appearance of such streets. Where practical, these plans shall include noteworthy entrance points to the city and shall include a "Community Sign" program.

1-5.2. The City shall retain a street tree program defined by City Council Policy.

1-5.3. The use of public art will be encouraged in all public projects and in major private redevelopment projects.

OBJECTIVE

1-6. The undergrounding of utility lines on a systematic basis will be continued.

POLICIES

1-6.1. The utilities for all new development and all major redevelopment in the city shall be undergrounded.

1-6.2. The utilities for all expansion projects in the city shall be undergrounded whenever and wherever practical.

1-6.3. The City shall continue to coordinate its underground policies and underground projects with the public utilities.

1-6.4. The City shall continue to coordinate the undergrounding of utilities with street improvement projects.

1-6.5. Redevelopment funds may be used to achieve the undergrounding of public facilities where other reasonable alternatives cannot be found.

OBJECTIVE

1-7. The maintenance of required landscaping for commercial, industrial and multiple family development will be thoroughly enforced.

POLICIES

1-7.1. The City shall periodically review and, if necessary, strengthen its ordinances by which landscaping is required to be maintained.

1-7.2. The City shall systematically and vigorously enforce landscaping requirements through the complete array of enforcement legislation available to it.

1-7.3. The City shall strengthen its enforcement and proactively pursue violations of landscape maintenance.

1-7.4. Required landscaping which has been allowed to die shall be replaced either by the property owner or by the City, which will then charge the property owner.

1-7.5. The City shall strengthen efforts at encouraging low water use landscaping in terms of plant materials and landscaping design.

OBJECTIVE

1-8. The completion of public facilities such as streets, curbs, gutters, sidewalks and drainage facilities will be sought not only for the improvement of public safety and to assist the movement of people and goods but also as a means to improve the appearance of the community.

POLICIES

1-8.1. The City shall continue to use reasonable means within the Streets and Highways Code to complete necessary public improvements in the community.

1-8.2. As a policy consideration, the City shall regard public facilities as one of the means at its disposal to improve the appearance of an area.

1-8.3. The City shall consider the use of funds which may be available from redevelopment to complete public improvements within the expanded redevelopment district.

1-8.4. The City shall use expanded developer responsibilities to complete public improvements.

1-8.5. In order to preserve the semi-rural quality of certain neighborhoods, the City shall recognize reduced street standards.

GOAL 2

The old downtown area centered around the intersection of Main and Magnolia will become the center of administrative, civic and cultural activities in El Cajon.

OBJECTIVE

2-1. New public administration activities, cultural activities and high rise office activities will be concentrated in the downtown area.

POLICIES

2-1.1. Through provisions of both ordinance and policy decisions, the City shall provide incentives for the location of new public administration activities, new cultural activities, high rise

office activities, residential development and supportive commercial uses in the Redevelopment Project Area, especially that area known as the old downtown area of the city.

2-1.2. The City shall become active in soliciting public administration activities, cultural activities, high rise office activities and support commercial uses in the old downtown area.

2-1.3. The City shall implement the "Urban Village" concept recommended by the Stanford Research Institute Report of 1983 within the Redevelopment Project Area, especially that area known as the old downtown area of the city.

OBJECTIVE

2-2. The physical form and the street system of the downtown area will be reshaped if necessary.

POLICIES

2-2.1. The primary function of the street system developed in the downtown area shall be to move traffic safely and efficiently.

2-2.2. Where it is possible to eliminate portions of a street or alley or portions of a public right-of-way, the vacated property may be used for development.

2-2.3. The City shall by 1991 completely review traffic circulation in the downtown area and establish priorities for the provision of improvements.

2-2.4. The secondary function of the street system in the downtown area shall be to enhance the area through its design and appearance.

OBJECTIVE

2-3. Blighted areas shall be considered for redevelopment.

POLICIES

2-3.1. The City shall become active in the solicitation of new uses in the downtown area.

2-3.2. The City may assist developers in the assemblage of land, in the provision of public improvements, and/or in the clearance of property to help provide redevelopment in blighted areas.

2-3.3. Quality standards of development shall be used in the replacement of blighted areas.

GOAL 3

The City's redevelopment district will be considered for expansion to include more of the City's declining areas.

OBJECTIVE

3-1. The City shall assume a proactive role in matters of redevelopment.

POLICIES

3-1.1. Even though the City already has greatly expanded the City's original redevelopment district into the City of El Cajon Redevelopment Project Area, the City should remain alert to the possibilities of further expansion should the unique opportunities offered by redevelopment be appropriate for other areas of the community.

3-1.2. The City shall have sufficient staff for the specific purpose of advancing the timing of redevelopment activity.

3-1.3. The City shall assist in the timely acquisition of property which shows genuine promise of being a part of a redevelopment project.

OBJECTIVE

3-2. The City shall establish redevelopment goals, set schedules, create deadlines and set aside funds for achieving those goals.

POLICIES

3-2.1. The City shall, with all reasonable speed, accomplish the budgeting requirements for the redevelopment district.

3-2.2. The City shall, with all reasonable speed, initiate a significant redevelopment project within the expanded redevelopment district.

3-2.3. The City shall create one or more Special Development Areas for the expanded redevelopment district, adopt specific plans containing special development standards, special use provisions, and special procedures regulating development.

3-2.4. The City shall introduce and use the concept of developer's agreements.

GOAL 4

Quality industrial areas shall be established and maintained.

OBJECTIVE

4-1. The area around Gillespie Field will be maintained as the City's prime industrial area.

POLICIES

4-1.1. The City shall continue its excellent cooperation with the County of San Diego in the joint development of a quality industrial area with Gillespie Field as its focus.

4-1.2. The City shall review and improve the circulation patterns in and around Gillespie Field.

4-1.3. A diversity of industrial uses shall be encouraged to locate in the El Cajon area; however, heavy industrial uses or industries creating noxious or nuisance conditions shall be restricted.

4-1.4. The City shall solicit industrial opportunities, cooperating especially with the East County Economic Development Council and the El Cajon Chamber of Commerce.

OBJECTIVE

4-2. The Gillespie Field Industrial Area will be used exclusively for industrial and industrially related purposes.

GOAL 4

POLICIES

4-2.1. Uses which are incompatible with quality industrial development shall be excluded from the City's Industrial Park category as shown on the General Plan.

4-2.2. The Zoning Ordinance and City policies shall be so structured as to prohibit commercial or other intrusion into the Gillespie Field Industrial Area, with one exception as listed below.

4-2.3. That portion of the Gillespie Field Area which is indicated as Special Development Area No. 1 near the intersection of Weld Blvd. and Cuyamaca Street shall be permitted to develop with commercial uses which are complementary to and supportive of industrial uses.

OBJECTIVE

4-3. The Main-Marshall-Johnson Industrial Area will be maintained as the City's secondary industrial area.

POLICIES

4-3.1. The City recognizes that the Main-Marshall Industrial Area is subject to development influences such as the new trolley/transit center that will modify its role as an exclusive industrial area.

4-3.2. Well established industrial and light industrial uses will be permitted to remain.

4-3.3. New directions in land use will be accepted provided they remain basically compatible with industrial uses.

4-3.4. A Special Development Area will be located on and around the transit center which will permit the establishment of uses capitalizing on this facility.

4-3.5. Smaller and older industrial lots will be encouraged to consolidate and redevelop with contemporary uses providing up-to-date standards.

OBJECTIVE

4-4. The City, through ordinance, policy and practice, will strive to improve the quality of industrial development.

POLICIES

4-4.1. The City shall develop and use performance standards based on changing technologies.

4-4.2. Undergrounding of distribution utility lines shall be accomplished where economically and technically feasible.

4-4.3. Older industrial areas shall be upgraded through both on-site and off-site improvements. Public facilities, such as curbs, gutters, sidewalks, street lighting and fire protection facilities, shall be provided. Blighted and deteriorated buildings shall be removed. Smaller properties shall be combined and outmoded uses replaced with contemporary uses.

4-4.4. Judicious landscaping of developed properties and parking areas shall be required in industrial areas. Loading, storage and other unsightly areas shall be screened from residential and commercial areas. Vacant properties shall be maintained to keep them from becoming unsightly.

4-4.5. Adequate off-street parking facilities shall be provided for industrial development, as shall space for maneuvering, loading, docking and storage.

4-4.6. The City shall require that all industrial operations excepting storage, loading and unloading shall be done inside buildings except as permitted under special circumstances.

GOAL 5

A broad range of housing types will be made available to meet the housing needs of various age and income groups. (See Housing Element/Consolidated Plan for additional housing information.)

OBJECTIVE

5-1. Maintain and enhance the quality of residential neighborhoods in El Cajon.

POLICIES

5-1.1. The City shall advocate the rehabilitation of substandard residential properties by homeowners and landlords.

5-1.2. The City shall continue to utilize its code enforcement program to bring substandard units into compliance with City codes and to improve overall housing quality and conditions in El Cajon.

5-1.3. City shall promote increased awareness among property owners and residents of the importance of property maintenance to long-term housing quality.

5-1.4. The City shall preserve affordable housing stock.

OBJECTIVE

5-2. Encourage the adequate provision of housing by location, type of unit, and price to meet the existing and future needs of El Cajon residents.

GOAL 5

POLICIES

5-2.1. The City will provide a variety of residential development opportunities in the city to fulfill regional housing needs.

5-2.2. The City will facilitate the production of housing for all segments of the population including those with special needs.

5-2.3. The City will require that housing constructed expressly for low income households not be concentrated in any single portion of the city.

5-2.4. The City will implement the Downtown Specific Plan and facilitate the development of higher density housing in and around downtown.

5-2.5. The City will encourage the development of new housing units designated for the elderly and disabled persons to be in close proximity to public transportation and community services.

5-2.6. The City will pursue State and Federal funding sources to maintain the supply of affordable housing in El Cajon.

5-2.7. The City will continue to use the San Diego County Housing Authority to provide rental assistance to lower income households with special needs who are overpaying for housing.

OBJECTIVE

5-3. Provide increased opportunities for home ownership.

POLICIES

5-3.1. The City will assist in the development of affordable ownership housing for low income residents.

5-3.2. The City will provide favorable home purchasing options to low and moderate income households, such as through interest rate write-downs, down payment assistance, mortgage revenue bond financing and Mortgage Credit Certificates.

5-3.3. The City will facilitate the purchase of units converted to condominium ownership by existing tenants through use of ownership subsidies.

GOAL 5

OBJECTIVE

5-4. Remove governmental constraints on housing development.

POLICIES

5-4.1. The City will continue to allow second units, condominium conversions, and residential units in office/commercial zones as specified in the City's Zoning Ordinance.

5-4.2. The City will encourage the use of density bonuses and provide other regulatory concessions to facilitate affordable housing development.

5-4.3. The City will allow manufactured housing in all residential zones.

5-4.4. The City will facilitate building permit and development plan processing for residential construction. The City will expedite project review of residential developments with an affordable housing component.

GOAL 5

OBJECTIVE

5-5. Promote equal opportunity for all residents to reside in housing of their choice.

POLICIES

5-5.1. The City will prohibit discrimination in the sale or rental of housing with regard to race, ethnic background, religion, handicap, income, sex, age, and household composition.

5-5.2. The City will provide fair housing services to El Cajon residents.

5-5.3. The City will encourage the dispersion of affordable housing to avoid the overconcentration of such units in any geographic areas.

OBJECTIVE

5-6. Ensure that new housing is compatible with existing development and sensitive to environmental needs.

POLICIES

5-6.1. The City will continue to maintain and develop a set of strong local ordinances intended to benefit the quality of living in residential areas and to promote high standards of aesthetics.

5-6.2. The City will prohibit or restrict, as appropriate, residential development within or in close proximity to airport flight patterns, freeways, railroads, industrial areas, areas subject to flooding or geologic hazards or any other areas determined to be incompatible or inharmonious.

5-6.3. The City will encourage the design of residential developments which are buffered from nearby commercial and industrial areas, freeways and railroads and avoid fronting on major (primary and secondary) streets.

5-6.4. The City will require residential developments to respect the natural topography by avoiding excessive grading and promoting planned or clustered developments in hillside and other areas containing sensitive physical and biological features and open spaces worthy of preservation.

5-6.2. The City will encourage residential developments which form neighborhood units with both natural (streams, ridgelines, etc.) and man-made (major streets, etc.) boundaries and which focus on schools, parks and other activity centers in order to create neighborhood focal points to foster social interaction within the neighborhood.

OBJECTIVE

5-7. Ensure that homeless individuals and families move from homelessness to self-sufficiency, permanent housing and independent living.

POLICIES

5-7.1. The City will seek to address the needs of the homeless and those threatened with homelessness using a continuum of care model.

5-7.2. The City will evaluate support facilities and service needs of the homeless and near homeless and identify appropriate agencies and resources.

5-7.3. The City will coordinate with the San Diego County Regional Task Force for the Homeless for needs assessment and resource allocation.

5-7.4. The City will seek to provide adequate sites for homeless shelters and transitional housing facilities to accommodate the City's homeless population.

OBJECTIVE

5-8. Provide supportive services for non-homeless persons with special needs.

POLICY

5-8.1. The City will seek to provide supportive services and facilities for persons with special needs, including the elderly, disabled, at-risk youth, people with substance abuse, and people living with AIDS/HIV.

OBJECTIVE

5-9. Improve public safety for all residents.

POLICY

5-9.1. The City will strive to improve public safety through increased community policing and crime prevention activities.

OBJECTIVE

5-10. Provide for the economic development needs of lower and moderate income target areas.

POLICIES

5-10.1 The City will support the expansion of employment opportunities for residents through job creation and retention efforts.

5-10.2 The City will seek to revitalize economically blighted areas through property rehabilitation and public improvement activities.

5-10.3 The City will support the provision of job training and placement services for the unemployed and underemployed.

OBJECTIVE

5-11. Provide for needed infrastructure improvements in lower and moderate income target areas.

POLICIES

5-11.1. The City will coordinate the needed infrastructure improvements through the City's capital improvement planning process.

5-11.2. The City will seek to provide for the access needs of the physically disabled.

OBJECTIVE

5-12. Provide for the needed public and community services and facilities to serve those of lower and moderate income.

POLICIES

5-12.1. The City will support the provision of new public and community facilities and improve the quality of existing public and community facilities to serve those of lower and moderate income.

5-12.2. The City will continue to support public and social service agencies that serve the lower and moderate income population through direct funding and/or reduced rents for City-owned buildings.

GOAL 6

To create a circulation system including all modes of transportation organized to ensure the safe, efficient movement of people and goods.

OBJECTIVE

6-1. Innovative solutions to traffic problems should receive serious consideration.

POLICIES

6-1.1. The City should explore a direct physical connection between the redeveloping Civic Center area and the Parkway Plaza area.

6-1.2. The City should explore additional freeway access points to and from Interstate 8 and Route 67 to help reduce congestion in the Parkway Plaza area.

OBJECTIVE

6-2. State Route 52 should be constructed as soon as is practical.

POLICIES

6-2.1. The City shall exercise all aspects of its authority to gain the early construction of State Route 52.

6-2.2. The City shall be prepared to modify its local streets and highway system to handle the shifts in traffic which are anticipated and which will occur with the construction of State Route 52.

GOAL 6

OBJECTIVE

6-3. Public facilities such as streets, curbs, gutters, sidewalks and drainage channels shall be completed to facilitate traffic needs.

POLICIES

6-3.1. The City shall use reasonable methods to accomplish the installation of public facilities.

6-3.2. The City shall require private properties to bear a reasonable and fair burden in the provision of public rights-of-way and public facilities.

6-3.3. The City shall use all possible funding sources in its efforts to complete and maintain public facilities.

OBJECTIVE

6-4. A loop transportation system, preferably within its own right-of-way, shall be established between the El Cajon Transit Center, Parkway Plaza and the old downtown area.

OBJECTIVE

6-5. Motor vehicle circulation problems shall be identified and solved with solutions explored and implemented as funds are available.

POLICIES

6-5.1. Streets should be designed with primary emphasis on traffic movement.

6-5.2. Rights-of-way adequate to meet anticipated traffic volumes shall be designated and reserved as far in advance of need as is possible.

6-5.3. Sound design practices should be used to minimize traffic conflicts along primary and secondary streets.

OBJECTIVE

6-6. State Route 54 should be preserved as a freeway route.

POLICIES

6-6.1. State Route 54 shall remain designated as a freeway on the City's General Plan.

6-6.2. The City shall influence, persuade and lobby other jurisdictions and agencies to plan for and then provide for State Route 54 as a freeway.

6-6.3. The City shall not intensify proposed land uses within the potential construction corridor of State Route 54.

6-6.4. The City shall encourage CALTRANS to provide for mass transit rights-of-way within freeway design whenever feasible.

OBJECTIVE

6-7. All facilities for transportation should be interrelated to one another and to the land uses.

POLICIES

6-7.1. The planning, development and operation of the various elements in the transportation system (road, rail, mass transit, bicycle facilities, etc.) shall be coordinated to recognize

interrelationships both between one element and another, and between each element and land uses they serve or affect.

6-7.2. Residential development standards should include provisions for bikeways as separate from sidewalks and vehicular traffic and they should be provided in conjunction with the construction of such residential development.

6-7.3. Pedestrian and bicycle routes separated from auto traffic should be provided wherever possible. It is particularly desirable that adequate provision be made for pedestrian or bicycle movement at freeway grade separations and interchanges affecting the local street system. Bicycle and pedestrian facilities should be considered as alternative modes of transportation, not just recreational features. The City should take positive action in this area.

6-7.4. The City should adopt CALTRANS' standards of development for bicycle routes, lanes and paths.

6-7.5. The City should support efforts to provide for a regional transportation system in the county. Also, El Cajon should work toward being served by that regional system and should continue efforts to provide supplemental transportation facilities.

6-7.6. Trolley stations and transit lines shall be so located as to gain the maximum benefit for the largest number of users.

GOAL 6

6-7.7. The City shall continue to recognize Gillespie Field as an area-wide asset; it should make every effort to preserve the field and cooperate in its continued development.

6-7.8. In very low traffic areas such as hillside areas or very low density areas, the City may establish adjusted access standards.

OBJECTIVE

6-8. The development of public transportation systems shall be encouraged.

POLICIES

6-8.1. Efforts to encourage the use of public transit should be implemented such as cross-town transit, use of shuttle buses, car pooling, Transportation Demand Management Systems and other methods to reduce auto traffic.

GOAL 7

The city limits will be defined by rational boundaries.

OBJECTIVE

7-1. The City will consider annexations of those areas currently outside the city limits but within the City's Sphere of Influence when feasible and when sewer allocations and street improvement can be negotiated.

GOAL 7

POLICIES

7-1.1. The City shall revise its General Plan boundaries to coincide generally with its adopted Sphere of Influence.

7-1.2. The City shall require the preparation of a fiscal impact study for all annexation proposals where it is unclear if there will be a positive fiscal impact for the City.

7-1.3. The City should inventory all unincorporated areas within the City's Sphere of Influence to ascertain the presence of zoning and building code violations, the level and quality of street improvements and drainage facilities and the existence of fire hydrants or adequate water pressure.

7-1.4. The City should survey the residents in adjacent unincorporated areas within the City's Sphere of Influence to determine the level of interest in annexation.

7-1.5. The City shall reserve the right to require that the full costs of annexation such as installing or upgrading public improvements, obtaining additional sewer capacity, funding the need for additional City employees, buildings and equipment (for example, fire stations or street sweepers) are borne by the annexation proponents.

GOAL 7

7-1.6. The City shall apply current General Plan land use designations for those areas within the adopted Sphere of Influence, but not yet within the city limits.

7-1.7. The City shall require that any annexation involving property which is largely developed must include the transfer of sewer capacity rights to the City of El Cajon equivalent to the sewer usage of the area being annexed.

7-1.8. The City may require existing uses in areas proposed for annexation which would become nonconforming uses upon annexation to either eliminate the nonconformity or terminate the uses as a condition of annexation.

7-1.9. It shall be the general philosophy of the City of El Cajon that consideration of use designations in the areas outside the city, but in the Sphere of Influence, will not include future uses at any higher density than that which is already designated on the General Plan.

GOAL 8

The livability of El Cajon will be maintained and enhanced through respect for the environment.

OBJECTIVE

8-1. The development of property shall be coordinated with efforts at conservation of natural resources.

GOAL 8

POLICIES

8-1.1. All development proposals shall receive the judicious and rational use of environmental review procedures.

8-1.2. The City shall support and cooperate with the ongoing conservation work of other governmental jurisdictions and other governmental agencies.

OBJECTIVE

8-2. Ensure that the physical environment of the El Cajon area is protected from adverse impact.

POLICIES

8-2.1. The retention of the unique natural features of a development site such as rock outcroppings, native vegetation and trees shall be encouraged.

8-2.2. The flat, valley portions of El Cajon shall receive the most intensive development. Hillside areas shall receive less intensive development. Steep hillside areas (slopes more than 25%) shall be placed in the open space land use category.

8-2.3. All graded slopes shall be adequately planted for erosion control.

8-2.4. Special design standards shall be considered for local residential service roads in hillside areas.

GOAL 8

OBJECTIVE

8-3. Reduce levels of noise so they do not adversely affect the physiological, psychological or sociological well-being of the citizens of El Cajon.

POLICIES

8-3.1. The City shall develop a new and updated noise contour map using the 65 decibel, day-night average contour as the maximum acceptable standard.

8-3.2. Noise-attenuating measures such as special building insulation, increased setbacks, walls, landscaping, etc., shall be required whenever any residential noise-sensitive land uses are proposed in the noise impact area of a major transportation facility as indicated on the noise contour map on file in the office of the Department of Community Development.

8-3.3. In future transportation planning, the noise impact of all proposed transportation facilities shall be adequately assessed with the purpose of subjecting as few people as possible to a noise level equal to or exceeding 65 decibels, day-night average sound level.

8-3.4. The City shall waive, modify, or make exceptions to the above standards only where it can be demonstrated that such waiver, modification or exception is for a short, definite duration or prompted by substantial public interest.

GOAL 8

8-3.5. The City shall require that notice be given to all prospective purchasers of new dwelling units constructed in noise impact areas.

8-3.6. The Airport Land Use Commission (SANDAG) shall be supported in its efforts to reduce the adverse effects of noise on land uses around Gillespie Field. To this end, the land use element of the El Cajon General Plan shall be reviewed for conformance with the comprehensive land use plan adopted by the Airport Land Use Commission and all discrepancies shall be resolved. If necessary, those properties around Gillespie Field which are zoned inconsistent with the Comprehensive Land Use Plan shall be rezoned.

8-3.7. Require strict enforcement of the City's noise ordinance.

8-3.8. In order to minimize noise impacts from noise sources, the City may require site design considerations such as increased setbacks, sound attenuating walls and landscaping, and may also require building design considerations such as type of construction, insulation and orientation of building openings.

OBJECTIVE

8-4. Encourage future land use planning and development which take into consideration the effects of noise upon the environment.

GOAL 8

POLICIES

8-4.1. In future land use planning, the placement of noise sensitive land uses in existing or projected noise impact areas shall be considered if additional noise-attenuating measures or plans are adopted. The table entitled "Land Use Compatibility in Noise Impact Areas" on file in the Department of Community Development shall be utilized in determining the acceptability of specific land uses in noise impact areas.

8-4.2. A city-wide noise control ordinance shall be adopted in order to prohibit excessive noise within the city boundaries.

8-4.3. Quiet zones shall be established around certain noise-sensitive land uses; i.e., hospitals, where maximum noise generation standards are more restrictive than elsewhere in the city.

8-4.4. Where necessary, truck routes shall be established so as to reduce their effect on noise-sensitive land uses.

OBJECTIVE

8-5. Achieve an urban form which respects the natural land forms of the area and preserves the unique contrast between the valley's level floor and the surrounding hills.

POLICIES

8-5.1. Planned Residential Developments shall be recommended for proposed projects on hillside property.

8-5.2. Excessive amounts of grading with enormous and unsightly banks shall be controlled by application of the Hillside Overlay zone to hillside property.

8-5.3. Hillside property retained in its natural state and used for passive public recreational purposes (hiking, picnicking, etc.) shall be considered for public acquisition.

8-5.4. The Hillside Overlay zone shall be reviewed regarding its standards.

OBJECTIVE

8-6. Promote urban development characterized by the balanced coexistence of people, wildlife and vegetation.

POLICIES

8-6.1. The City shall conduct research for purposes of developing a wildlife/vegetative inventory for the Planning Area with special emphasis on preserving any unique habitats of any rare, endangered or declining species.

8-6.2. The City of El Cajon shall develop an Urban Forestation policy the goal of which would be to provide increased vegetation mass for enhanced wildlife value. A tree planting program shall be considered for zones within the urban and rural areas of El Cajon, including but not limited to, street trees, parking lots, municipal projects, private projects, parks and open space. The development of this program shall include an analysis of significant factors which affect the

selection of trees. Of particular importance is an analysis of the wildlife habitat we wish to encourage, the amount of water necessary for the plant to survive, and other considerations such as fire susceptibility, type and quantity of pests, tree litter and life span.

OBJECTIVE

8-7. Protect rare, endangered or declining species of animal or plant life.

POLICIES

8-7.1. Appropriate measures shall be required for the protection of any rare or endangered animal or plant species located in an area to be developed. Methods of compensation to the property owners should be explored to assist in the preservation of such species.

8.7.2. The City shall consider imaginative and effective measures to preserve unique species and habitats, including, but not limited to, relocation of the species, creation of open space preserves and transfer of development rights.

OBJECTIVES

8-8. Use existing water supplies wisely and adhere to water quality control standards.

POLICIES

8-8.1. Water conservation and reclamation programs shall be supported.

8-8.2. The City shall upgrade and improve its landscaping policy which encourages use of vegetation which has low water requirements.

8-8.3. The San Diego Regional Water Quality Control Board shall be supported in the implementation of its policies relative to water pollution control.

8-8.4. The City shall support and participate in efforts aimed at water conservation. A reduced level of per capita consumption of water and energy shall be achieved locally through public education, policy actions and code changes.

8-8.5. The City shall support regional and statewide efforts to increase water supplies.

OBJECTIVE

8-9. Achieve and maintain a level of air quality which has no significant adverse effects on human physical health, plant and animal life, material objects, weather or visibility.

POLICIES

8-9.1. The Air Pollution Control District shall be supported in its efforts to meet state and federal air quality standards.

8-9.2. The City shall discourage drive-up or drive-through developments which are exclusively automobile-oriented or automobile-dependent in the transaction of business.

OBJECTIVE

8-10. Achieve and maintain a level of water quality which protects affected watersheds by minimizing runoff which may cause erosion and pollution.

POLICIES

8-10.1. The City shall minimize the amount of impervious surfaces and directly connected impervious surfaces in areas of new development and redevelopment. Where feasible, the City will insure that new development or redevelopment slows runoff and maximizes on-site infiltration of runoff.

8-10.2. The City shall implement pollution prevention methods supplemented by pollutant source controls and treatment. The City will use small collection strategies located at, or as close as possible to, the source (i.e., the point where water initially meets the ground) to minimize the transport of urban runoff and pollutants off site and into a municipal separate storm sewer system. (MS4)

8-10.3. The City shall preserve, and where possible, create or restore areas that provide important water quality benefits, such as riparian corridors, wetlands, and buffer zones. The City will encourage land acquisition of such areas.

8-10.4. The City shall limit disturbances of natural water bodies and natural drainage systems caused by development including roads, highways, and bridges.

8-10.5. Prior to making land use decisions, the City will utilize methods available to estimate increases in pollutant loads and flows resulting from projected future development. The City shall require incorporation of structural and non-structural best management practices to mitigate the projected increases in pollutant loads and flows.

8-10.6. The City will avoid development of areas that are particularly susceptible to erosion and

sediment loss; or establish development guidance that identifies these areas and protects them from erosion and sediment loss.

8-10.7. The City will reduce pollutants associated with vehicles and increasing traffic resulting from development. The City will coordinate local traffic management reduction efforts with the San Diego County Congestion Management Plan.

8-10.8. The City will implement the San Diego Association of Government's (SANDAG's) recommendations as found in the Water Quality Element of its Regional Growth Management Strategy.

8-10.9. Post-development runoff from a site shall not contain pollutant loads which cause or contribute to an exceedance of receiving water quality objectives or which have not been reduced to the maximum extent practicable.

GOAL 9

A strong, competitive region-wide commercial base will be created and retained.

OBJECTIVE

9-1. Parkway Plaza and its immediate vicinity will be maintained as the City's regional shopping center.

POLICIES

9-1.1. Parkway Plaza shall be expanded from its original size and the number of major tenants and stores shall be increased.

9-1.2. The City shall continue to improve traffic circulation in the vicinity of Parkway Plaza.

9-1.3. The City shall cooperate with Parkway Plaza in the provision of parking facilities and may develop special

parking requirements for regional shopping facilities.

9-1.4. Prior to approving any new commercial developments which could compound traffic problems in the vicinity of Parkway Plaza, traffic impact studies will be required and mitigation measures or a statement of overriding considerations may also be necessary.

9-1.5. New commercial areas around Parkway Plaza shall be limited to only those properties already designated for commercial development or to those other areas where it can be clearly shown to cause no adverse effects to the existing commercial areas.

GOAL 9

OBJECTIVE

9-2. A well-defined automotive sales and service area will be established.

POLICIES

9-2.1. The City shall use the opportunities presented by the expansion of the Redevelopment District to create a quality automotive sales and service area.

9-2.2. Special legislation shall be adopted and special incentives shall be employed to enhance the attractiveness of an automotive sales and service area to potential users.

9-2.3. The City shall be proactive in soliciting potential users to locate in the automotive sales and service

area.

9-2.4. The City will make every effort to concentrate automotive dealerships in the new El Cajon Blvd.-Johnson Avenue Special Development Area.

OBJECTIVE

9-3. The City will capitalize on commercial redevelopment opportunities, especially those related to an expanded redevelopment district.

POLICIES

9-3.1. The City shall target those areas for commercial redevelopment where the need for redevelopment and the opportunities for redevelopment come together.

GOAL 9

9-3.2. Whenever possible, the City shall assist potential developers in the assemblage of land for especially promising projects.

9-3.3. The City shall be proactive in soliciting commercial opportunities, cooperating especially with other organizations such as the El Cajon Chamber of Commerce.

9-3.4. The City shall assist in the relocation or expansion of successful local businesses so they may be retained locally.

OBJECTIVE

9-4. All commercial development shall be subject to sound design requirements and strict standards of performance.

POLICIES

9-4.1. Commercial areas shall be designed as a comprehensive unit subject to strict standards governing building arrangement, appearance, street access, through access, parking, signs and landscaping.

9-4.2. The City should create a design review process intended to improve aesthetic standards in all commercial areas of the city.

9-4.3. Commercial establishments shall be carefully integrated with the surrounding area. Conflicts with residential or other sensitive land uses should be minimized.

GOAL 9

9-4.4. All commercial activities shall be located and designed so as to benefit from the access afforded by major streets without impairing the efficiency or operation of these streets. Major streets are provided primarily for the movement of people and goods and not for the convenience of adjacent businesses.

9-4.5. Points of access shall not be allowed too near intersections, but shall be located at an appropriate distance from intersections and shall be adequately spaced to avoid traffic friction and conflict.

9-4.6. Access to commercial areas shall be controlled by use of median strips, frontage roads, and through other means to assure safety and to minimize traffic conflicts.

9-4.7. Loading docks, trash collection

areas, equipment storage including roof equipment and other unsightly areas shall be concealed from sight. Older, nonconforming commercial areas shall be required to construct trash enclosures and all commercial areas shall be required to utilize trash enclosures.

9-4.8. Provision of landscaping shall be encouraged to help beautify older commercial areas.

9-4.9. Commercial uses shall be buffered from surrounding streets and uses by means of curbs, islands, landscaping, fencing and/or back-up development.

9-4.10. Retail commercial uses shall be encouraged to locate within retail commercial areas as designated by the General Plan.

GOAL 9

9-4.11. Removal of outdated, nuisance, or incompatible buildings shall be encouraged to provide parking areas and open space, to enhance remaining uses, or to make room for new uses compatible with the General Plan.

9-4.12. Periodic inspection of buildings and properties shall be made to assure compliance with regulatory and development codes and standards.

9-4.13. Commercial areas shall be integrated with well-designed interconnecting access between adjacent commercial developments.

9-4.14. Commercial areas shall be encouraged to develop in depth to provide adequate room for beneficial design. To that end, the assemblage of properties into one legal lot or one completely integrated development having frontage upon a primary

thoroughfare can be considered for commercial zoning to a depth beyond the commercial designation on the General Plan Map, provided that said expansion will not adversely impact other noncommercial areas and that development is approved through the specific plan process. Improvements or requirements exceeding those of the zoning ordinance can be required to ensure that the extended commercial depth does not adversely impact surrounding areas.

GOAL 10

The City will manage growth through strict standards of land use, design, construction and aesthetics.

GOAL 10

POLICIES

10-1.1. The City shall periodically revise its regulatory codes, ordinances and policies so that they may reflect current, upgraded standards of development and performance.

10-1.2. The City shall develop and maintain systematic programs aimed at creating and keeping a quality community. These shall include, but not necessarily be limited to, vigorous code enforcement, undergrounding of utilities, street cleaning and maintenance, land use, design review of development projects, continued implementation of the sign ordinance, creation of an attractive streetscape, and participation in regional growth management efforts.

GOAL 11

A broad, stable financial base will be established to provide and finance a high level of services and facilities.

POLICIES

11-1.1. The City shall continue the implementation of the recommendations contained in the Stanford Research Institute 1983 Report Urban Economic Development Framework Study for El Cajon, California.

11-1.2. The City shall continue to strive for quality development of all kinds: residential, commercial, office, industrial or governmental.

11-1.3. The City shall protect the existing investment in the community through vigorous enforcement of codes and ordinances.

GOAL 11

11-1.4. The financial and fiscal implications of new development or the annexation of existing development shall be evaluated when such implications are unclear.

GOAL 12

An aggressive, balanced work program will be established to implement the goals, objectives and policies of the General Plan.

POLICIES

12-1.1. The Planning Commission shall establish an annual work program related directly to the implementation of the General Plan.

12-1.2. Following adoption of the General Plan, the City shall immediately

begin a systematic review of its development ordinances (zoning ordinance, zoning districts and special development ordinances) for compliance with the revised General Plan.

GOAL 13

El Cajon will remain the Regional Center for East San Diego County.

OBJECTIVE

13-1. El Cajon will solicit and encourage land uses and facilities which provide services on a region-wide basis.

GOAL 13

POLICIES

13-1.1. The City shall remain proactive in its efforts to attract regional uses into the El Cajon area.

13-1.2. The City shall judiciously use the expanded redevelopment district to encourage and assist the location of regional facilities such as additional court facilities, school district headquarters, a county main branch library, or major commercial or industrial developments.

13-1.3. The City shall capitalize on the excellent nucleus of regional facilities already present (the County's Regional Facility, the Performing Arts Center and the City's Administration Building) to entice additional regional facilities to locate nearby.

GOAL 14

El Cajon will provide guidelines to preserve historically significant buildings.

OBJECTIVE

14-1. El Cajon will develop an Historical Element to its General Plan which shall propose certain policies for the preservation of historically significant buildings.

POLICIES

14-1.1. All applications for discretionary permits shall be checked against the City's historic resources inventory.

GOAL 14

14-1.2. A portion of the City's set-aside funds within the redevelopment project area may be utilized for residential rehabilitation of historic structures if permitted by redevelopment law.

14-1.3. Demolition or removal of an historic structure will require review under the California Environmental Quality Act.

OBJECTIVE

14-2. El Cajon will develop special legislation to assist in the preservation of historically significant buildings.

POLICIES

14-2.1. The zoning ordinance shall be reviewed to permit the adaptive reuse of historic structures by allowing low impact commercial uses by conditional use permit in residential zones.

14-2.2. The City shall consider using the transfer of density or development rights as a means to help preserve historic structures.

GOAL 15

Establish a system of parks, recreational and cultural facilities sufficient to meet the needs of the anticipated population.

OBJECTIVE

15-1. Continue the cooperative programs with the school districts on the joint development and use of parks and playfields.

OBJECTIVE

15-2. To acquire and develop park and open space lands by all reasonable means.

POLICIES

15-2.1. The City should use all available means to acquire parks and open space such as the budget process, developer fees, the design process, gifts, grants, bond issues, etc.

15-2.2. Property which has the Open Space designation shown on the General Plan shall first be considered for public use prior to approval of development for private use.

15-2.3. Areas in the Open Space designation which the City has not established for public use shall be developed with very low density or cluster-type residential development, resulting in large areas of open space in and around the development.

15-2.4. The City shall use the specific plan process for the following open space purposes:

a. To pool private open space into contiguous areas.

b. To link continuous trail systems.

c. To create open space areas as a feature of project design.

15-2.5. The City should encourage the private development of open space areas with recreational uses which are compatible with the surrounding area.

15.2.6. Unusual physical features such as knolls and groupings of large trees and boulders should be incorporated into the park and open space system of the community.

15.2.7. Common open spaces created through specific plan, subdivision or cluster-type development, together with parks and schools, shall be linked, where possible, to form a network of green open space throughout urban areas.

15-2.8. All publicly owned lands shall be examined for their potential park or open space use before their disposal.

15-2.9. The Parks and Recreation Commission shall be encouraged to take a stronger role in influencing park and recreation planning.

15-2.10. The City recognizes that religious facilities and activities are a significant, integral part of the community. As a result, the City will consider religious land uses anywhere in the city subject to the granting of a conditional use permit to establish the compatibility between the religious use and surrounding uses.

GOAL 16

El Cajon shall take positive steps to minimize risks to life and property resulting from disasters.

POLICIES

16-1.1. The City should continue to cooperate with the San Diego Unified Emergency Service Organization and update emergency operations as new technology and more detailed hazard situations become known.

16.1.2. The City should establish a Structural Hazards Abatement Program on a comprehensive basis to ensure compliance with the Uniform Building and Fire Codes and adopted City ordinances, giving priority to those structures which represent the greatest potential risk.

16-1.3. The City shall maintain a mapping system for areas of known seismic or geologic hazard. Whenever proposed development is to take place in an area of documented or suspected seismic or geological hazards, the Environmental Impact Report procedure should establish the degree of risk which the site presents and should recommend mitigating measures to eliminate these risks. Said investigations must be conducted by a duly licensed soils engineer and engineering geologist who certifies to the accuracy of the investigations and to the completion of all mitigating requirements.

16-1.4. Environmental Impact Reports or Mitigated Negative Declarations which address seismic risks should be required for all major developments in:

a. Emergency services and public utilities.

b. Involuntary occupancies such as hospitals, jails, etc.

c. High rise and high occupancy structures.

16-1.5. The City should adopt and continue to update the various Uniform Codes which pertain to earthquake regulations.

16-1.6. Soils reports shall be required for all new construction.

16-1.7. The City shall continue proven safety related programs; e.g., weed abatement.

16-1.8. The City shall approve only those land uses which are consistent with the Gillespie Field Land Use Plan developed by SANDAG.

16-1.9. The City shall complete or assist in completing the flood-control system in and around El Cajon.

16-1.10. The City shall adopt its own Hazardous Waste Management Plan (HWMP) or, in the alternative, approve the HWMP prepared by the County of San Diego for application in the City of El Cajon.

CHAPTER 3

ELEMENTS OF THE PLAN

ANNEXATION

CIRCULATION

CONSERVATION

HISTORIC PRESERVATION

HOUSING

LAND USE
Residential Portion
Commercial Portion
Industrial Portion
Community Facilities Portion
Urban Design Portion

NOISE

OPEN SPACE

SAFETY

HAZARDOUS WASTE MANAGEMENT

SOLID WASTE MANAGEMENT

ANNEXATION

When the City amended its General Plan in 1976, it added an annexation element which included a number of policy statements including several supporting the adoption of a Sphere of Influence.

Historically, the City has taken a passive role in the annexation process allowing both proponents and opponents to have significant input in determining the timing and ultimate boundaries of annexation proposals. Consequently, the current City boundaries are neither logical nor efficient in all areas.

In October, 1986, the Local Agency Formation Commission (LAFCO) approved a final Sphere of Influence plan for the City which is substantially smaller (approx. 19 square miles) than the 1970 General Plan (approx. 28 square miles).

This smaller area was the result of a reassessment of the City's ability to provide public services (police, fire and sewer) to the larger planning area. Most of the area not included in the adopted Sphere of Influence consists of lands developed or planned for rural or very low density residential development (to the south) or which exhibit significant development constraints, such as steep topography and restricted access (to the east). As a result, the assumed demand for public services in these outlying areas, which would be provided by the City, is low and/or the provisions of those same services would be difficult due to the constraints.

At the same time the City has removed certain remote areas from its General Plan and Sphere of Influence, it has reaffirmed the need for better coordination and communication with the County regarding the development of properties in the adjacent unincorporated area to the north, but within the City's Sphere of Influence.

Much of the recent development in the unincorporated north-central area has not been consistent with the City's General Plan and has been a disappointment to the City, using the kindest possible terms. This development has consisted of a jumble of apartment and substandard commercial projects which have added traffic to City streets that was not anticipated by the City's General Plan.

In addition, the need for additional sewer and public safety services, which would be required if these areas annexed to the City, was not anticipated by the City's earlier General Plan. Although the City does not directly provide public services to these properties now, except through mutual aid agreements, their

development contrary to the City's General Plan could adversely affect the City, especially because the development is more intensive than planned by the City.

With a reduction in the size of the City's Sphere of Influence, future large annexations of vacant land will probably not occur. Instead, the City will be considering the annexation of smaller properties which are located in areas where most of the necessary infrastructure (water, sewer and streets) already exists.

Many of these properties may already be developed, but have a failing septic system. The City requires a property to annex in order to connect to the City's sewer system.

At the same time, the City has been nearing the limits of its contracted sewer capacity in the Metropolitan Sewer District. Once the City attains a sewer flow of 10 million gallons per day, it will be obliged to obtain additional capacity or restrict future development. The City must, therefore, address the effect of all annexations on its remaining sewer capacity.

By law, the City Council can initiate the annexation of property by the adoption of a resolution. However, unless the annexation is supported by a majority of the affected property owners or registered voters, it can be defeated by a majority protest.

The City could initiate the annexation of properties or areas as a positive implementation of the General Plan and a logical completion of City boundaries. The City could also initiate annexations as a defensive response to further County approvals of development plans that are not in conformance with the City's General Plan. However, such efforts would be effective only if there were property owner support.

If the City does initiate large-scale annexations, it must be prepared to allocate remaining limited sewer capacity or to demand that the sewer capacity already allocated to the area to be annexed be transferred to the City as a condition of annexation.

Other issues arise in annexing developed properties, including the potential for both Zoning Ordinance and building code violations which are prevalent in properties annexed from the County. The City would have to decide if these violations must be rectified as a condition of annexation.

Annexation

An additional concern is the incomplete character of necessary public improvements, including curbs, gutters, sidewalks, street paving, street lights and fire hydrants in the unincorporated areas under consideration for annexation. The provision of these facilities, or a guarantee to install them, is required by the City code with most new development or most building modifications which exceed a building permit valuation of $30,000 except on minor residential streets. The City needs to decide not only who is responsible for the installation of the improvements, but when the installation of these improvements would be required. A similar problem is caused by annexing existing developments not served by dedicated public streets. This can be an especially serious concern for public safety emergency responses by police, fire and ambulance vehicles.

Finally, according to the Stanford Research Economic Development Study done for the City in 1983, the annexation of single-family residential property, especially developed single-family residential property, does not pay its way. The cost of providing public services to single-family residential property is not covered by the property taxes generated due to the limitations imposed by Proposition 13.

The annexation of commercial property could result in the City accruing more sales tax revenue than service costs generated but negotiations with the County to gain any of the sales taxes may be problematic. Additionally, those annexations which fill in the gaps around existing city boundaries would not necessarily increase service costs in direct proportion to the land area being annexed because City services (police, fire) are already being provided to adjacent areas.

The City's goals, objectives and adopted policies concerning annexations are found under Goal 7 in Chapter 2.

CIRCULATION

The two existing freeways, Routes 8 and 67, and two proposed freeways, Routes 125 and 54, are reflected on the General Plan map. The final alignment for Route 52 has been adopted, and is north of the City's Planning Area. El Cajon has opted to retain State Route 54 on its General Plan as a freeway even though it does not currently appear in the Regional Transportation Plan as such.

The remainder of the Circulation Element, below the level of freeways, is based on a careful integration of the land uses proposed in the General Plan and a hierarchy of streets, bikeways and pedestrian paths each serving a different purpose. This approach emphasizes the functional role of a street in relation to the land use pattern and the role it plays in the overall circulation system.

Primary Thoroughfares are designed to receive traffic from subordinate streets and carry it across or around the city. This type of street also serves as an intermediate link between the freeway and subordinate streets or between two freeways. Optimally, primary thoroughfares should be spaced no closer than at intervals of one mile, but El Cajon's surrounding framework of hills interrupts and compresses this pattern. Primary thoroughfares should be designed as restricted access roads with planted center median strips, and left-turn pockets. Access to and from primary thoroughfares should be carefully controlled.

The Secondary Thoroughfare differs from the Primary Thoroughfare mainly in that it is designed to receive traffic from subordinate streets and carry it to major destination points within the community. It normally operates at lower volumes and design speeds than the primary thoroughfare, and ideally should be spaced at a distance of approximately one-half mile from each other or from a primary thoroughfare. Primary and secondary thoroughfares are considered major streets in this General Plan.

The Collector Street is a medium capacity street that serves as the link between the neighborhood service street and the thoroughfare. It is designed to serve neighborhood traffic; it is not designed to be used as a thoroughfare.

Local streets are low capacity streets which provide direct access to residential structures. They serve a comparatively small number of dwellings and should be designed so as to discourage their use as a carrier of through traffic.

Bikeways constitute a variety of routes, paths, lanes and trails for the utilization of bicycles as a means of travel and a means of recreation. They are designed to facilitate bicycle safety and to link areas of our community with similar facilities in surrounding jurisdictions.

TRANSIT FACILITIES

El Cajon has two major transit points: the multi-modal transit center at Main and Marshall, and Parkway Plaza. The multi-modal center is a destination or transit point for six bus routes, the El Cajon Express and the El Cajon Shuttle. Parkway Plaza also serves as a destination or transit point for six bus routes plus various County rural routes. It is anticipated that specific bus routes will change from time to time, but these two centers will remain as anchor points for transit within the community.

Light Rail Transit (LRT or "trolley") service on the Metropolitan Transit Development Board's (MTDB) East Line began service to El Cajon in 1989 terminating at the existing multi-modal transit center at Main and Marshall. In 1995, the trolley was extended to the city of Santee with additional stations at Arnele and Marshall and at Weld and Cuyamaca.

The transit center has been expanded to provide additional parking for transit users. Expected changes in nearby land uses are anticipated by a Special Development Area.

Efforts to encourage the use of public transit should be implemented such as cross-town transit, use of shuttle buses, car pooling, Transportation Demand Management systems and other measures to reduce traffic.

OTHER FACILITIES

Major sewer trunks and major drainage facilities in El Cajon are in place and well defined. No new alignments are anticipated. The subject of sewer capacity is discussed in greater detail under the Community Facilities portion of the Land Use Element.

The City's goals, objectives and adopted policies concerning circulation are found under Goal 6 in Chapter 2.

CONSERVATION

El Cajon has developed primarily as an urban area. It has no agricultural areas, no forests, no permanent streams, no lakes or beaches and no commercial deposits of ores or minerals.

Still, the El Cajon Planning Area has its own set of natural resources which warrant protection. When these resources are seen in their natural state, they may seem unprepossessing; but they are very important within the local setting. The surrounding hillsides, with their coastal sage and chaparral plant association and an occasional stand of introduced eucalyptus trees, provides valuable watershed for flood control and a habitat for small animals. Environmental Impact Reports for various developments have disclosed the presence of some sensitive habitat areas and several declining species of both plant and animal life in certain of these hillside areas. Realizing that all resources are limited, it is incumbent on the City to continue ongoing programs for the rational use of such resources so they can be enjoyed now and by later generations as well.

The City of El Cajon must create a balance between the changes to the environment that will take place and the preservation of its identified natural resources.

The City has already taken two highly significant steps in conservation of hillside areas through the designation of open space areas on the General Plan Map and the creation of the Hillside Overlay Zone within the Zoning Ordinance.

The California Environmental Quality Act (CEQA) provides the City with an excellent mechanism for weighing the impact of various projects upon the resource base of the community. A set of highly interrelated policies relating to conservation have been included under Goal No. 8 in Chapter 2.

HISTORIC PRESERVATION

In 1985, the San Diego Association of Governments (SANDAG) compiled an Historic Preservation Inventory for the City of El Cajon. That study found 219 historic structures in and around El Cajon with 156 such structures in the city plus another 22 within the City's Sphere of Influence. An additional 12 structures carried an "H" rating indicating they are connected to an historical event or person.

The classification system used a numerical rating of 1 to 4 with the lower numbers representing the most significant historic buildings. No El Cajon structures were listed as Class 1 which would involve listing in the National Register of Historic Places. Only 8% were Class 2 structures; 59% were Class 3; and 32% were Class 4.

Because El Cajon developed as a farming area, and then as an area of many small ranches, the local historic structures are scattered throughout the valley. However, the inventory identified two areas of concentration as potential historic districts.

The MAIN STREET DISTRICT covers 14 blocks of the old downtown business district of El Cajon extending along Main Street from Orange Avenue on the west to Mollison Avenue on the east.

The LEXINGTON/WASHINGTON DISTRICT covers 41 blocks in south central El Cajon.

The facts surrounding the two proposed districts indicate that El Cajon is not well set up to create historic districts. El Cajon lacks the quantity, the concentration and the quality of structures to support the creation of true historic districts. Despite this, the City can create certain policy options which can assist in the preservation and rehabilitation of historic structures when and where there are private attempts to do so.

These options include several useful techniques: the creation of a reaction and notification period before the City would issue any demolition, move or alteration permits on an historic structure, review under CEQA; notification to interested groups; ordinance changes to permit the adaptive re-use of historic structures by allowing low-impact, service type businesses to locate in historic structures by conditional use permit; and the creative use of set-aside funds as part of housing rehabilitation.

A complete listing of policy statements is included under Goal 14 in Chapter 2.

HOUSING

The Housing Element is mandated by State law to be part of an Agency's General Plan. The City's Housing Element was amended and adopted in July, 1999 and exists as a separately bound document from this General Plan text. The Housing Element has been combined with the Consolidated Plan which is required by Federal regulations for their housing programs. Despite this separation, the Housing Element is internally consistent with the remainder of the General Plan.

There are five residential land use categories utilized on the land use map. They are described as follows:

Low-Low Density - (Three units or less per acre)
This category recognizes those portions of the planning area which are more rural in nature and/or which have physical constraints making more intensive development difficult without significant impacts on the environment. This category is prevalent on the southern and eastern fringes of the planning area which are characterized by steeper terrain.

Low Density - (Three to ten units per acre)
This category is used to identify areas best suited for the residential densities associated with standard single family development. The density range allows for a mixture of housing types from single family detached units to low density townhouse developments.

Most of the land in this category is already developed, therefore, future activity will be limited to redevelopment, minor infilling and rehabilitation.

Low Medium Density - (Ten to eighteen units per acre)
This new category was created to indicate those areas which serve as transitions between single family and multiple family residential neighborhoods, or which have only limited multiple family development potential due to such constraints as public access or lot sizes.

This category with an "M" overlay is also used to identify those mobilehome parks which should be preserved as a provider of low and moderate income housing.

Medium Density - (Eighteen to twenty units per acre)
This category has become the standard multiple family designation of the General Plan, and has been applied primarily to portions of the valley floor. In an effort to improve future apartment development, the maximum density has been reduced from 24 to 20 units per acre. The land area obtained from the density reduction will be used to add amenities to apartment development.

High Density - (Twenty to thirty units per acre)
This category is the highest density residential category and identifies those areas in the core of the city which are suited to the more intense level of urban development. With one minor exception, this category is limited to an area bounded by Mollison Avenue, Lexington Avenue, Johnson Avenue and Interstate 8.

As the City matures, there will likely be pressure to apply this category outside of this centralized area, but any such expansion should be limited to areas which are logical expansions of the urban core.

A complete listing of policy statements is included under Goal 5 in Chapter 2.

LAND USE

The Land Use Element of the El Cajon General Plan is contained within the following five subheadings within this chapter. They are: Residential, Commercial, Industrial, Community Facilities and Urban Design.

Residential Portion

All of the features of the Residential Portion of the Land Use Element are contained in the Housing Element which is a separately bound document.

Commercial Portion

The Commercial Portion of the Land Use Element is intended to identify and provide for the retail, service and office needs of the community. The commercial classifications are categorized by frequency of customer shopping needs, size, traffic impacts and compatibility with both one another and adjacent uses, especially residential.

The General Plan includes the following categories of commercial development:

> Neighborhood commercial areas can be small shopping centers ranging in size from 2-5 acres. These areas are found in close proximity to residential areas and are intended to provide for the daily or frequent shopping needs of these nearby residents.
>
> These neighborhood centers would typically include one or more of the following types of business: grocery store; laundromat; restaurant; bakery; drugstore or pharmacy; bank; beauty or barber shop; etc.
>
> Since neighborhood centers are usually found within residential areas, there is an emphasis on the compatibility of the use within its residential setting.
>
> Some neighborhood commercial areas are individual parcels which are not developed as a shopping center.

General Commercial areas are intended for general shopping or service needs and for uses not typically found in shopping centers. These commercial developments usually consist of individual buildings on separate lots. However, they may be arranged along major streets and are sometimes called "strip commercial" areas. These areas include: general retail and office uses; automotive sales and service and repair uses which involve features which might be detrimental to adjacent uses.

Uses such as hardware stores; furniture and appliance sales stores; auto parts; auto repair; plant nurseries; equipment rental, etc. are typically found in such strip areas. Many of these uses require public review by conditional use permit to ensure compatibility with adjacent uses.

Regional Commercial areas include large shopping centers (25-100 acres) characterized by a combination of large anchor stores and related satellite shops which all share common parking facilities. A Regional Commercial area would include such uses as: department stores; grocery stores; many clothing and shoe stores; jewelry stores; discount stores, etc.

Regional Commercial areas may also include other major uses such as governmental and cultural facilities and may also be characterized by high-rise developments with mixed uses. Such centers are very important locally because of their sales tax generation and their ability to provide for regional uses.

Regional centers must be closely linked to transportation and transit facilities and must provide adequate accessible parking.

In addition to Retail Commercial areas, the General Plan identifies areas devoted almost exclusively to Office or Non-Retail businesses. These areas may be in close proximity to residential areas, so it is important that the development standards, the allowable uses and their hours of operation are compatible with residential development.

The Zoning Ordinance presently contains one zone which focuses primarily on office uses. The Office-Professional (O-P) zone does not allow uses other than office or office-related uses.

The General Plan also identifies "Special Development Areas" which are areas characterized by difficult constraints to further development; e.g., topography, drainage, unusual patterns of land ownership, historical development and/or compatibility with adjacent properties. Commercial "Special Development Areas" may be created on the General Plan map, and through the adoption of an accompanying specific plan would contain development standards and provisions for special uses which would not normally be reflected in the underlying zones. This technique permits far more flexibility in achieving the purpose of the General Plan than does standard zoning. Four of these Special Development Areas warrant discussion under Commercial.

The Downtown Special Development Area (SDA 9) which is the area located around the historically important intersection of Main Street and Magnolia Avenue is proposed to include a mixture of retail office, residential, governmental and cultural uses and activities. The Stanford Research Institute (S.R.I.) Economic Base Study of 1983 suggests this area become an "Urban Village" permitting a mix of uses. No one General Plan land use category can comprehensively describe and provide for the range of uses anticipated in this area, so a "Special Development Area" designation should be applied. Specific Plan 182 has been adopted to implement SDA 9.

The El Cajon Blvd.-Johnson Avenue Special Development Area (SDA 10) The previously cited S.R.I. Study called for the City to protect and promote future concentration, wherever possible, of auto dealers and related retail and service facilities into attractive "auto row" configurations. El Cajon Blvd. has historically served as such an auto row, but has been limited in its capacity to permit expansion of such facilities. More recently, Johnson Avenue has witnessed the establishment of a number of auto-related businesses.

With the expansion of the City's Redevelopment District, it is now possible for the City to assist in the establishment or needed expansion of auto sales and related uses along these streets. Specific Plan 462 has been adopted to implement SDA 10.

East Main Street Special Development Area (SDA 7) When the City granted a large-scale expansion of General Commercial areas along Main Street in 1976, it created certain problems for some of the affected properties. One such is the large vacant area between I-8 freeway and E. Main Street east of Pepper Drive. This is a very large and deep area (over 14 acres) to be given over to General Commercial uses. To assist in the ultimate and more complete development of that property, the City should open up its development possibilities through the establishment of a Special Development Area providing a broader range of uses. Specific Plan 438 has been developed to implement SDA 7.

Parkway Plaza Special Development Area (SDA 8) The primary purpose of this Special Development Area will be to create special development standards for the Parkway Plaza area brought about by the use of parking structures. Specific Plan 19 has been adopted to implement SDA 8.

A listing of policy statements relating to commercial development is included under Goals 1, 2, 3, 9, 10 and 11 in Chapter 2.

Industrial Portion

The Industrial portion of the Land Use Element identifies the present and future industrial areas set aside for development in El Cajon.

In 1983, the Stanford Research Institute addressed future economic development of El Cajon's industrial capacity. The report emphasized that the City should capitalize on the excellent vehicular access to the industrial area provided by Interstate 8 and Route 67 freeways. It is expected that with the completion of State Highway 52, in nearby Santee, the vacant industrial property will fill in very rapidly, perhaps within the life span of this plan.

The report also cites Gillespie Field as an ideal base for industrial development. The future plan with its objectives and policies should attract light manufacturers, low- to mid-technology firms and price sensitive wholesale trade not dependent upon direct rail service.

The City's concentration of multi-family units provides a valuable labor resource that should be used to encourage a data service industry such as information processing centers.

There are two types of industrial areas indicated on the General Plan 2000 Land Use Map. The Industrial Park designation contains 922 acres and is located north of Fesler Street, generally encompassing all but the north side of the Gillespie Field Airport. This is clearly the City's primary industrial area.

The second type of industrial land use is Light Industrial which is designated on 206 acres of land, and is located in industrial corridors along the southeast side of I-8 Freeway, Marshall Avenue, West Main Street, Johnson Avenue and Cuyamaca Avenue between Fesler and Bradley. Although this area contains many important industrial uses, portions of this area are in transition to other types of land use.

The Gillespie Field aviation areas and airport are zoned "M" (manufacturing) on the City Zoning Map but are designated Airport on the General Plan map. The airport proper forms part of the northerly boundary of the planning area and contains 278 acres.

The Industrial Park and Light Industrial areas on the map specifically reflect in design and location the goals, objectives and policies established by the Citizens Advisory Committee in 1987. It also supports the industrial recommendations formulated by the 1983 SRI Report on Economic Development and the public

opinion poll published by SANDAG in 1987.

The light industrial areas on the map reflect the changes necessary to provide flexibility in accommodating future changing trends and uses. The area southwest of the intersection of W. Main and Marshall has been redesignated specifically for the new trolley/transit center and its supporting uses (Special Development Area 11).

As previously described in the commercial portion of the Land Use Element, a new Special Development Area (SDA 10) is indicated within the light industrial area along Johnson Avenue. Its purpose is to provide a portion of an automobile-oriented use corridor on both sides of Johnson Avenue extending also to El Cajon Blvd. Specific Plan 462 has been adopted to implement SDA 10.

Special Development Areas 1, 5 and 6 also provide special development possibilities on Gillespie Field and Special Development Area 4 provides the same in the Ketema area along Greenfield Avenue. These SDAs are implemented by Specific Plans 291, 403 and 362 respectively.

A complete listing of policy statements relating to industrial development is included under Goal 4 in Chapter 2.

Community Facilities Portion

Basic health, education, welfare, safety and recreation needs of a city are provided through community facilities. Adequate facilities of this type are essential to maintaining the quality of life in El Cajon and to providing the means for continued growth.

A. Fire Protection and Emergency Medical Service

Fire protection and paramedic service within the city and adjacent areas are provided by the El Cajon Fire Department in cooperation with six surrounding fire agencies which participate in the Heartland Automatic Aid Agreement.

The City is currently served by four fire stations. An additional station may be required with large-scale annexations in the Pepper Drive area within the City's Sphere of Influence. The need and location of such a station are not certain at this time and are not shown on the General Plan map.

Although the emergency medical service is self-supporting, financing a new station and additional fire equipment would be a major investment for the City and would need to be evaluated as part of any such large-scale annexation.

B. Police Services

An expanded and perhaps relocated headquarters facility for the El Cajon Police Dept. may become desirable in the future to serve the City's expanded public protection needs. The most logical location for the new headquarters police station would be within an expanded civic center area in the old downtown portion of El Cajon.

Considerable additional personnel and equipment would be required to provide service to any large-scale annexations. Those needs would apply primarily to the patrol force, but also to the supportive organization. However, police substations are not contemplated in this plan because they are not considered an efficient use of personnel and equipment for a city the size of El Cajon.

C. Schools

The range of educational facilities within the El Cajon Planning area is excellent. The area is served by five school districts (Cajon Valley Union School District, La Mesa-Spring Valley Elementary School District, Santee Elementary School District, Grossmont Union High School District and Grossmont Collect District) which operate a total of 27 schools; included are a community college with two campuses, three high schools, one continuation high school, an adult education school, 4 junior high or middle schools and 16 elementary schools; in addition there are several parochial schools and a private Bible college.

The City is not directly responsible for education nor do the school districts have any direct responsibility for general purpose government; still each jurisdiction has an impact on the service of the other. For example, the City controls the development of land, and this indirectly influences the population and the number of students which will be in any given area.

The City also sets conditions for approval of development and can assist schools in obtaining desirable facilities such as sidewalks or traffic signals. Also, the City now assists the various districts in collecting developer fees.

The school districts, in turn, are one of the largest users of land in the community, and provide a broad range of needed educational and community services. An enlightened cooperation currently exists between the City and the various districts. There are definite advantages to be realized by property taxpayers through such mutual cooperation.

It is recognized that school districts are creations of the State of California and are, in terms of their educational operations, entities unto themselves. Therefore, the emphasis in the General Plan is placed on school site locations and upon cooperative efforts between the City and the districts.

School operations have become far more complex in the past decade. However, it appears that existing school sites will continue to be adequate for the uses and scheduling presently planned in the Planning Area.

The City and the Cajon Valley Union School District have a very excellent cooperative program under way in the joint development of park areas on school playfield sites. Cajon Valley, Greenfield Jr. High and Emerald Jr. High are already developed. Other sites may be developed as funds become available.

D. Utilities

1. Water

Helix Water District and Padre Dam Municipal Water District are agencies which provide water service within the Planning Area. The ability of these agencies to provide pure quality water is greatly dependent on federal and state water programs.

Southern California as a region imports water and El Cajon is but one of hundreds of cities which are dependent upon the Colorado River and Northern California water. The City finds itself compelled to cooperate in regional efforts to assure a

continued water supply. Water quality is another area where El Cajon cannot independently solve problems.

The City must cooperate with area-wide efforts to enforce strict water quality standards and encourage water conservation.

Grossmont Reservoir adjacent to the city of La Mesa and the old flume right-of-way line are shown on the General Plan map. Parts of the flume right-of-way have been abandoned and more may be in the near future. Portions of the right-of-way are appropriate for a trail system. Grossmont Reservoir has been covered and is now part of Harry Griffen Park in La Mesa near the far western edge of the city of El Cajon.

2. Energy

The Planning Area is served by San Diego Gas & Electric as the primary supplier of natural gas and electricity. The supply of petroleum and of natural gas is finite and worldwide sources are being depleted. Energy conservation and the development of new energy sources are decidedly needed. The City should encourage construction which utilizes innovative alternative substitutes (e.g., solar energy), and should continue enforcing energy conservation standards as they are developed by the state.

The City should remain responsive to beneficial change and be prepared to upgrade local ordinances where energy conservation can be achieved.

3. Waste Disposal - Sewer

The City of El Cajon is a member of the San Diego Metropolitan Sewer District and ten-million gallons per day of sewer capacity has been contracted for the City's use. Until additional sewer treatment facilities and expanded transmission lines are built, or until technology can provide better means of disposal, or the City purchases increased capacity, this allocation is a finite amount and should be properly conserved.

The City is getting close to reaching its present sewer allocation and may need to enter into

expensive remedies to overcome this limitation. Additional sewer capacity must be acquired if El Cajon is to serve the needs of undeveloped or underdeveloped properties. Ongoing programs to eliminate ground water infiltration into sewer lines should be continued and major annexations should be required to bring their existing sewer allocation with them.

4. Waste Disposal - Solid Waste
Universal Refuse Removal Company is presently franchised by the City to provide scheduled trash pick up and recycling operations.

E. Libraries
El Cajon is a member of the Serra Cooperative Library System. A new and expanded main library was constructed in the downtown area in 1991, and there is a small branch library in Fletcher Hills.

F. Transit Center
The Light Rail Transit (trolley) has been extended through El Cajon to Santee. The Metropolitan Transit Development Board, M.T.D.B., encourages development agreements and air rights leasing of transit facilities. This present General Plan anticipates transit related development through the creation of a Special Development Area (SDA 11) on and adjacent to the El Cajon transit center.

G. Others
Park facilities are discussed under Open Space and Transit Facilities are discussed under Circulation.

Urban Design Portion

Urban design occurs at both large-scale and small-scale. In El Cajon, in broad scale, it includes both the conceptual design of the City with its strongly developed commercial and industrial centers, its nucleus of a high density residential core surrounded by lower density development and its surrounding rim of very low intensity uses with accompanying open space. On a smaller scale, urban design entails the visual appearance of the community. Whether a city plans it or not, that city will exhibit a very visible urban design, planned or unplanned, intended or unintended.

With the East County Regional Center, the El Cajon City Hall and the Performing Arts Center found in the City's central area along with significant higher density residential developments, the

General Plan concept for a high intensity core has been partially fulfilled. With the recently initiated central area commercial redevelopment projects, the central core will also contain a significant new and expanded retail commercial base. The present plan intends to encourage regional facilities to locate in El Cajon, further emphasizing the redevelopment and intensification of uses in the old downtown area.

The original concept for the physical layout of the city has been altered to the extent that "fingers" of higher density residential development have developed along several of the city's major streets, such as Mollison, Jamacha, Washington, Madison and Broadway. While these streets are, for the most part, able to handle the resultant increase in traffic, this higher density development has impinged on some of the outlying lower density residential areas. In addition, this outlying density has resulted in a demand for services which has resulted in several satellite neighborhood commercial centers.

The present plan does not call for any further extension of higher intensity development into less intensive areas. (The only exception to this is the City's reluctant recognition of the existing development patterns in the Greenfield Drive area of San Diego County between Route-67 and Second Street.)

The appearance of the city is a composite of its physical aspects and the attitudes of its residents. It includes not only the architecture of the buildings and the condition of its streets but also the presence or absence of landscaping, of cleanliness and visual pollution such as signs and utility lines and support poles. The visual appearance of the city can be improved in several significant ways. Indeed, this was a very strong recommendation of the Citizens' Advisory Committee.

This plan calls for the creation of design criteria and of a design review process, especially within the expanded redevelopment district. Although the adoption of design criteria and design review procedures can become too subjective, they do not have to be so if the criteria encourage creativity and flexibility within a larger framework. Once such a process is firmly established, its implementation becomes a natural component of the development review process without adding significant delays or costs.

Other aspects of the city's appearance are also included. The plan calls for an improved appearance of public streets, especially those major streets at entrance points to the city and within the expanded redevelopment district. Also, there is a call for upgrading zoning ordinance standards and a continuation of such effective programs as undergrounding utilities and sign controls.

Enforcement of design criteria and other development ordinances along with the long-term maintenance of projects are essential to improving and maintaining the appearance of the city. A strong commitment to the ordinances and hiring adequate staff to enforce them are important aspects to improving the appearance of the city.

NOISE

Noise is one major feature resulting from the urbanization of our environment. With the ever increasing use of the equipment of civilization (air conditioners, TV's, stereos, etc.) and of motorized vehicles (cars, planes, trains, etc.) in urban areas, the ambient noise levels are increasing at a rate that affects both the physiological and psychological state of humans. It has been shown that high, prolonged levels of noise can cause severe damage to hearing, interfere with tasks, conversation and sleep, cause stress and tension, and may be a contributing factor to mental illness.

Although the regulation of the principal emitters of noise -- transportation sources (ground and air) is largely controlled by state and federal government, recent revisions to the General Plan statutes have shortened the list of state requirements and now encourage local governments to design their own approaches to noise control. The ultimate aim is to reduce the level of noise in the community through a number of mechanisms including the regulation of fixed sources and the regulation of land uses.

Local jurisdictions may prohibit by ordinance, unnecessary, annoying fixed-source noises. They may also adopt comprehensive land use plans such as those provided by the Airport Land Use Commission (ALUC) (SANDAG) as it pertains to noise levels and flight activities associated with Gillespie Field. El Cajon adopted such a plan in 1974 and amended it in 1989. Two pages from that plan are included on pages that follow. The first shows projected noise contours in the Gillespie Field area and the second indicates an Airport Noise and Land Use Compatibility Matrix.

The City may establish curfews for the operation of construction vehicles.

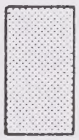
With respect to land use, the local jurisdiction can regulate the development of land uses that are incompatible because of their noise sensitivities. The City has developed a noise ordinance which regulates noise by zone and by time of day, with residential zones and nighttime hours having stricter requirements and industrial zones and daytime hours having more tolerant requirements.

The City's noise policies are contained in Chapter 2 under Objectives 8-3 and 8-4.

Airport Noise Contours

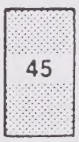
AIRPORT NOISE/LAND USE COMPATIBILITY MATRIX

LAND USE	Annual Day Night Average Sound Level in Decibels 55	60	65	70	75
1. OUTDOOR AMPHITHEATERS					
2. NATURE PRESERVES, WILDLIFE PRESERVES, LIVESTOCK FARMING NEIGHBORHOOD PARKS AND PLAYGROUNDS					
3. SCHOOLS, PRESCHOOLS, LIBRARIES		45			
4. RESIDENTIAL-SINGLE FAMILY, MULTIPLE FAMILY MOBILE HOMES, RESIDENTIAL HOTELS, RETIREMENT HOMES, INTERMEDIATE CARE FACILITIES, HOSPITALS, NURSING HOMES		45			
5. HOTELS AND MOTELS, OTHER TRANSIENT LODGING AUDITORIUMS, CONCERT HALLS, INDOOR ARENAS, CHURCHES		45	45		
6. OFFICE BUILDINGS-BUSINESS, EDUCATIONAL, PROFESSIONAL AND PERSONAL SERVICES; R&D OFFICES AND LABORATORIES			50		
7. RIDING STABLES, WATER RECREATION FACILITIES, REGIONAL PARKS AND ATHLETIC FIELDS, CEMETERIES OUTDOOR SPECTATOR SPORTS, GOLF COURSES					
8. COMMERCIAL-RETAIL; SHOPPING CENTERS, RESTAURANTS, MOVIE THEATERS			50	50	
9. COMMERCIAL-WHOLESALE; INDUSTRIAL; MANUFACTURING					
10. AGRICULTURE (EXCEPT RESIDENCES AND LIVESTOCK), EXTRACTIVE INDUSTRY, FISHING, UTILITIES, & PUBLIC R-O-W					



COMPATIBLE

The outdoor day night average sound level is sufficiently attenuated by conventional construction that the indoor noise level is acceptable, and both indoor and outdoor activities associated with the land use may be carried out with essentially no interference from aircraft noise.



CONDITIONALLY COMPATIBLE

The outdoor day night average sound level will be attenuated to the indoor level shown, and the outdoor noise level is acceptable for associated outdoor activities.

INCOMPATIBLE

The day night average sound level is severe. Although extensive mitigation techniques could make the indoor environment acceptable for performance of activities the outdoor environment would be intolerable for outdoor activities associated with the land use.

OPEN SPACE AND PARKS

Open Space

Visually, El Cajon exhibits a great deal of open space surrounding the community. In this sense, the City is fortunate to possess hillside areas which are difficult to develop. These areas present problems such as difficult access, steep slopes, rocky terrain and even unstable soil conditions which hinder development. Located in the surrounding hillsides, some of these open space areas provide spectacular views of the El Cajon Valley. The hillsides themselves become attractive views when seen from the valley floor. Such steep hillside areas remain a large component of the Open Space acreage shown on the General Plan map, and help very much to soften the urban character of the community.

Some hillside areas in the city are suitable for private residential purposes if creative design is utilized to preserve the characteristics of the hillside environment and the problems of access and provision of public services can be solved. The City has an Open Space zone which does permit limited residential development in an open space area if that area is not first acquired as public open space. Such areas, even though they are developed, also contribute to the appearance of open space within the larger community.

There are few criteria for establishing open space areas. They can be any shape or size; they can be publicly or privately owned; accessible or inaccessible; usable or serving as scenic areas only. The main requirement is that they be largely in a natural or open condition with a minimum amount of man-made improvements. Reclaimed or restored graded areas can also serve very well as open space areas.

Not indicated on the General Plan map, but of great importance, are the smaller urban open spaces which occur as part of the city scene: spaces between buildings, street parkways and median strips, green belts and common open space areas in residential developments, etc. These highly desirable, but smaller open space areas cannot be shown on a General Plan map but they can be obtained through policy statements contained within the text of the General Plan and carried forward to the City's ordinances, policies and design standards.

The plan recognizes some 900 acres of open space.

Parks

Parks differ from open space in that they are developed and used primarily for recreational purposes. They provide other valuable functions as well. Parks serve as a welcome contrast to the intensity of the urban environment. They are used to preserve unique resources or scenic areas. They serve as effective buffers between contrasting land uses, and can provide quiet, passive places where people may find solace or beauty. But, mostly parks are areas set aside for active recreation.

El Cajon has 10 developed park sites totaling some 68.75 acres and owns a 9-acre undeveloped site on W. Main Street.

The City has four multipurpose recreation centers, one in each quadrant of the city: Bostonia Park, Kennedy Park, Renette Park and Hillside Park. Wells Park serves as a senior activity center as well as the location of the El Cajon Boys and Girls Club and other multiple-use activities.

The City participated in the joint development of Harry Griffen Park, a 53-acre regional park site on the very western boundary of El Cajon in the city of La Mesa.

Available park potential in the city has been expanded appreciably by use of a joint school district/city playfield concept. The six-acre playfield portion of El Cajon Valley Junior High School, the ten-acre playfield at Greenfield Junior High School and the 5.5 acre playfield at Emerald Junior High School have all been developed into joint-use facilities with turf, landscaping, ball diamonds, field access, restrooms, lights and improved parking. During school hours, these facilities are used by the Jr. High School. During scheduled non-school hours, the future joint-use development may include Montgomery Middle School, Johnson Avenue Elementary, Flying Hills Elementary, El Cajon High School, Naranca Elementary and Fletcher Hills Elementary.

SAFETY

The following section comprises the Safety Element of the El Cajon General Plan. Complete background materials for this element are on file in the Planning Division, City of El Cajon, within the original document, "Seismic Safety and Safety Element", dated September, 1974.

A. THE IDENTIFICATION OF KNOWN SEISMIC HAZARDS

1. Fault Zones and Surface Rupture

In strictly local terms, a "fault lineation" has been mapped trending southeasterly from El Cajon into the mountains near Campo, but has no recorded earthquake epicenters in the vicinity. This "fault lineation" was taken from original work published in 1919 which used the description, "lines of topographic expression which suggest the presence of faults." These "lines" are also shown in satellite photographs. However, there is no known information which accurately maps these "topographic expressions" in the El Cajon Valley or any information which concludes that these are indeed earthquake faults.

The nearest known faults to El Cajon are situated both to the northeast and the southwest. Four major fault zones are found within the San Diego Region:

(1) San Jacinto Fault Zone - A northwesterly trending fault zone found in the eastern part of the County, near Borrego Springs; considered to be a major active branch of the San Andreas fault system (approximately 40 miles from El Cajon).

(2) Elsinor Fault Zone - This fault zone lies parallel to and westerly of the San Jacinto zone near the town of Julian, CA (approximately 30 miles from El Cajon).

(3) Rose Canyon Fault Zone - A northwesterly trending fault zone found in the coastal area near La Jolla and downtown San Diego, which may also include the Sweetwater and La Nacion faults near Chula Vista; considered to be the possible southeastern extension of the Newport-Inglewood Fault Zone (approximately 10 miles from El Cajon).

(4) San Clemente Fault Zone - A northwesterly trending fault zone located offshore near San Clemente Island.

2. Ground Shaking

Ground shaking hazards are most likely to occur in areas underlain by deep deposits of loose, water-saturated, incompetent materials commonly referred to as alluvium. Very little is known about the subsurface conditions of the El Cajon Valley floor and the data presently available represents scattered test borings done by private soil and engineering firms and water quality investigations done by the State of California. The El Cajon Valley is covered by a surface layer of alluvium and the depth and degree of consolidation may vary significantly. The water level is commonly found at seven to 12 feet.

A more complete picture of the near surface conditions is emerging as soils and geologic reports become a required condition of development approval in El Cajon. The sum of such documents indicates that "liquefaction" is a less likely result of ground shaking than previously feared. However, specific information concerning such factors should be determined before any high rise or high occupancy buildings are constructed.

3. Ground Failure

Numerous ancient landslides have been mapped along the western slopes of the El Cajon Valley within the Friars Formation soil classification. Such soils have been a hazard for developers for years. If grading and drainage in these areas are not correctly handled by well-qualified soil and geological engineers, serious slide and foundation problems could develop. These slides are not rapidly moving mud flows of immediate danger to life, rather they are slow rotational slides which damage real property and improvements.

B. EMERGENCY EVACUATION ROUTES

El Cajon is fortunate in that it has possible emergency evacuation routes in all directions. Interstate 8 provides primary east-west movement, and State Route 67 a northerly route across the San Diego River. Jamacha Road and Avocado Avenue provide southerly routes. In addition, there are other principal roads into and out of El Cajon Valley: Old Highway 80, Fletcher Parkway/Broadway, Vernon/Pepper, Fanita Drive, Washington/Dehesa, Cuyamaca and Magnolia. Should mass evacuation become necessary, it is more than likely that adequate escape routes would remain open.

C. FLOODING

Again, El Cajon is fortunate in that most of its tributary drainage system northward toward the San Diego River is in well-defined channels, most of which have already been lined. Only small portions of the city would be subject to 100 year storm flooding.

D. CRASH HAZARDS NEAR GILLESPIE FIELD

Local jurisdictions cannot regulate the safety of aircraft or of aircraft operations. The only indirect action local communities can take is determining where land uses are permitted to develop and to what intensity.

Proposed land uses on and around Gillespie Field are consistent with the Gillespie Field Land Use Plan which was developed by SANDAG and ratified by the City of El Cajon.

E. GUIDELINES FOR ACCEPTABLE RISK

It is not possible to eliminate all risk to life and property in the building of a city. The City of El Cajon has made a decision regarding what level of risk it is willing to accept for natural disasters. El Cajon will develop as a fully urbanized area relying upon a reasonable distribution of land uses sensitive to topography and other natural features, upon an adherence to the various Uniform Building Codes, upon a completion of necessary public works projects and upon the environmental review process addressing safety, especially for the following:

1. Emergency services and public utilities.
2. Involuntary occupancy such as hospitals, jails, etc.
3. High occupancy structures.

F. STRUCTURAL ABATEMENT

In developed areas, the most appropriate means of reducing hazards that pose a threat to public health and safety is the removal, renovation or change in the use of structures likely to sustain substantial damage.

At the present time, the City has an Unsafe Building Ordinance which is utilized to repair or remove damaged, abandoned or unsafe structures. This ordinance does not yet have a systematic implementation program. Although the City has become more assertive in this area, a systematic program will more quickly bring unsafe structures into compliance with current requirements.

G. DISASTER PREPAREDNESS

The City of El Cajon is a member of the Unified San Diego County Emergency Services Organization and a fire and seismic response program is already a part of the City's emergency planning. However, as more precise seismic information becomes available, contingency planning with respect to earthquakes will become more specific.

A complete listing of policy statements is included under Goal 16 in Chapter 2.

HAZARDOUS WASTE MANAGEMENT

In July, 1992, the City added a Hazardous Waste Management Element to the General Plan. This element was approved as required by State law which mandated the adoption of a County Hazardous Waste Management Plan (HWMP). Once the County HWMP was approved, each city was required to take some further action including the incorporation of the County HWMP in the City's General Plan by reference.

The purpose of the HWMP is to establish goals, objectives, policies and programs to reduce or eliminate the generation of hazardous wastes in the first place and to provide for the treatment and disposal of the remaining hazardous wastes in ways that are not threatening to people and the environment.

This Hazardous Waste Management Element neither encourages nor discourages hazardous waste facilities in the city. Instead, it provides a framework for evaluating the appropriateness of such a facility should one be proposed.

The County HWMP is a separately bound document.

SOLID WASTE MANAGEMENT

In July, 1993, the City added a Source Reduction and Recycling Element (SRRE) to the General Plan. This element was added pursuant to AB 939 which was enacted in 1989 and, among other things, mandated cities to reduce the generation of solid waste that was disposed of in landfills. AB 939 required cities to prepare and adopt a Source Reduction and Recycling Element in order to implement all feasible source reduction, recycling and composting programs. These programs are expected to reduce solid waste going to landfills by 25 percent by 1995 and 50 percent by the year 2000.

The City's SRRE identifies programs to encourage the public and businesses to recycle rather than dispose and to become more careful consumers to avoid products that result in a lot of packaging waste. In addition, the SRRE provides for the diversion of yard waste from landfills by encouraging backyard composting and the separation of yard waste from other solid wastes.

The City SRRE is a separately bound document.

CHAPTER 4

IMPLEMENTING THE GENERAL PLAN

PROCEDURAL AND ADMINISTRATIVE MATTERS

1. Cooperation With Other Jurisdictions

The City should maintain cooperative relationships with other jurisdictions within the Planning Area. Mutual cooperation with adjacent jurisdictions will better assure implementation of the General Plan and minimize conflicts contrary to regional planning efforts in East County. The City also needs to continue regional cooperation in those areas of broad interest common to other jurisdictions, cities, the County, special districts, SANDAG and regional regulatory bodies.

2. Local Regulations

a. Zoning

Following the adoption of the General Plan in May, 1970, land development regulations in El Cajon underwent substantial modifications. Major revisions of the Zoning Ordinance will also be required following this comprehensive amendment.

Administrative efforts will be required to make the City's Zoning Ordinance responsive to and consistent with the General Plan. The multiple-family residential zones will need an entire overhaul to reduce densities and upgrade standards.

b. Consistency Zoning

In 1980, the City undertook a major effort to rezone properties to make them consistent with the General Plan as required by Government Code §65860. Many properties previously nonconforming to the General Plan were rezoned. Of those which remained, a large number were small, scattered properties zoned and developed prior to adoption of the General Plan or they were properties legally developed to their present zone prior to the consideration for consistency rezoning. The City Council did not wish to rezone such properties and added this policy: Properties meeting all of these criteria are considered not to be inconsistent with the General Plan.

1) Those properties zoned and developed in conformance with all local regulations prior to the adoption of the General Plan in May, 1970, or those properties developed in conformance with all local regulations after adoption of the General Plan in May, 1970; and

2) Those properties which are two acres or less in size; and

3) Those properties for which the City Council makes findings that the existing or proposed use is substantially compatible with the surrounding properties.

Those properties meeting these criteria may be developed fully, but the zone itself on such property may not be expanded in area or extent.

c. Sign Control

In October, 1973, the City adopted a comprehensive sign ordinance regulating the number, type, location, size and height of all signs in the City. A revision to the ordinance occurred in 1978 which made provisions more flexible. An abatement schedule and program were included in these ordinances. All nonconforming signs were required to conform to the ordinance or be removed. A 15-year abatement schedule finally expired in October of 1988 and removal dates were set for all remaining nonconforming signs. This long and successful program should be completed and the City's consistent sign enforcement policies should be continued. In November, 1995, the City approved revisions to the sign ordinance which expand the use of temporary signs especially during certain holiday periods. In July 1997, the City again amended the sign ordinance to allow properties that are two acres or larger to display certain temporary signs and larger pole signs and the restriction on freeway-oriented signs to certain freeway-oriented businesses was deleted.

d. Special Development Areas

Some areas or properties within the city present special problems of development in accordance with the usual range of City regulations because of complex topography or drainage, difficult access, unusual patterns of land ownership, historical development, historical zoning or problems of compatibility with surrounding properties. The expanded redevelopment district also requires more flexible development opportunities to increase its chances of success.

Where such an area is identified as meeting one or more of the above criteria, it may be designated on the General Plan map and within the General Plan text as a Special Development Area. Special legislation in the form of a specific plan, conditional use permit or Zoning Ordinance amendment may be created to enable development of such areas in conformance with the goals, objectives and policies enumerated in the General Plan.

Any Special Development Area shall act as an overlay to an underlying General Plan designation and shall specify within the General Plan text how the qualifying criteria are met by the area and the essence of any special legislation which might be required following amendment of the General Plan.

The Special Development Areas shown on the El Cajon General Plan are as follows:

#1 GILLESPIE FIELD SPECIAL DEVELOPMENT AREA - 71 Acres

A portion of the Gillespie Field property zoned industrial. The Special Development Area will allow compatible commercial development which supports industrial development. (See Specific Plan 291)

#2 SECOND AND LEXINGTON SPECIAL DEVELOPMENT AREA - 3 Acres

A small historic light industrial area surrounded by residential land uses. The Special Development Area allowed a mini-warehouse area. (See Specific Plan 328)

#3 THE MONTROSE COURT SPECIAL DEVELOPMENT AREA

Now fully developed and removed from the General Plan. (See Specific Plan 329)

#4 AMETEK STRAZA (KETEMA) SPECIAL DEVELOPMENT AREA - 28 Acres

An isolated, existing industrial area located between an elementary school and residential areas. The Special Development Area establishes compatibility with these adjacent, sensitive uses. (See Specific Plan 362)

#5 GILLESPIE FIELD SPECIAL DEVELOPMENT AREA - 68 Acres

A portion of the Gillespie Field property zoned industrial but located adjacent to the runway areas. The Special Development Area will allow airport related support facilities. (See Specific Plan 403)

#6 GILLESPIE FIELD SPECIAL DEVELOPMENT AREA - 156 Acres

A portion of the Gillespie Field property zoned industrial. The Special Development Area allows process office uses and special development standards. (See Specific Plan 403)

#7 EAST MAIN STREET SPECIAL DEVELOPMENT AREA - 20 Acres

A large, deep C-2 property which will have difficulty developing fully with C-2 uses. The Special Development Area will offer a wider range of uses in hopes that more fully integrated development compatible with residential property can be created. (See Specific Plan 438)

#8 PARKWAY PLAZA SPECIAL DEVELOPMENT AREA - 97 Acres

A large regional shopping center which will undergo even more intensive commercial development. The Special Development Area will allow the creation of special legislation to accommodate the more intensive development. (See Specific Plan 19)

#9 DOWNTOWN REDEVELOPMENT AREA - 123 Acres

A mixed use area centered on the historic commercial center for El Cajon. Old, outmoded structures, absentee ownership of numerous small lots and many marginal uses characterize the old downtown area. The Special Development Area will allow the City to continue to redevelop this area into a cultural and administrative center with regional activities. Mixed uses will be encouraged to help create an urban village. (See Specific Plan 182)

#10 EL CAJON BLVD./JOHNSON AVENUE SPECIAL DEVELOPMENT AREA - 133 Acres

An older strip commercial area along El Cajon Blvd. and a mixed industrial/commercial area along Johnson Avenue have developed with a base of automobile sales and service activities. It is the City's intention to encourage the location and expansion of such activities into a very strong sales and service area for such uses. It is especially important that such uses be given opportunities to expand into contemporary facilities. (See Specific Plan 462)

#11 MARSHALL AVENUE SPECIAL DEVELOPMENT AREA - 19 Acres

An existing industrial area characterized by small lots and marginal industrial uses which will be impacted by the

location of Main and Marshall Trolley Station. This Special Development Area will be applied over the transit center and portions of the surrounding industrial area and will allow a new mixture of uses which can take advantage of the trolley location.

#12 PIONEER WAY-DAILY CALIFORNIAN - 5 Acres

An existing industrial building which contains office suites that are not usable for manufacturing or wholesaling uses. This Special Development Area expands the array of office uses beyond what is usually permitted in the M zone. (See Specific Plan 468)

3. Financial Management and Sources of Assistance

In addition to the use of land development regulations, the implementation of the General Plan will also require the expenditure of substantial sums of money. All funding sources must be explored and effective financial management techniques should be continued.

In order to assure that the commitment of community resources is consistent with the community goals and objectives set forth in the General Plan, some form of capital budgeting is desirable. By looking ahead, capital projects can be scheduled when and where they are most needed, public debt can be better managed, revenue can be accumulated for specific projects or programs, and the public can be better informed in advance of community projects. Also prescheduled capital funding discourages hasty, ill-timed decisions. Finally, program budgeting provides a framework for day-to-day decisions to be made in terms of satisfying long-term goals. The first steps in this direction should involve the selection of priorities.

All funding sources should be explored. Even though many Federal programs have been scaled back or largely eliminated, the City should continue to be familiar with them and utilize those for which the City is eligible. The same is true for State bond monies or any reachable revenue, including local impact fees related to development, and also including local bond issues.

4. Qualitative Concerns

The retention of El Cajon as a highly livable area was repeatedly expressed within the citizens subcommittee as a variety of environmental concerns; e.g., the retention of open areas, noise abatement, improvement of air and water quality. There would be strong citizen backing for procedural or administrative efforts in the areas of beautification, design review, development of performance standards, environmental quality or the upgrading of properties.

5. Timing in General Plan Implementation

A General Plan intended to mature over a number of years cannot have instant fulfillment; timing plays a crucial and sometimes subtle role in implementation. To provide some flexibility and to permit judgment as to the appropriateness of a General Plan proposal, the City Council, by Resolution No. 726-77, adopted the following policy statement:

> "Consider timing as an important factor in making land use decisions since the General Plan is a long-range document. Although an area may be designated on the General Plan for more intensive uses, the City may determine a zone change or a development plan premature due to a lack of physical improvements or because a more intensive use would weaken existing neighborhood stability and character."

6. Zoning Flexibility

This plan also recognizes there may be instances where the City can and should grant zones of a lesser intensity than recommended by the General Plan map or consistency chart. This should be permitted when the property owner makes the request and there is no public purpose in granting the more intensive zone.

7. Special Problems in Implementing Future Public Uses

There are occasions when a property is shown on the General Plan as a future public use, such as a park site, but a public agency is not prepared immediately to

purchase the property for that use. When a development plan is submitted for that property, there is a question as to whether the City can or should approve such a plan when it is not in conformance with the General Plan. To provide needed flexibility in such situations, the City Council, by Resolution No. 323-77, adopted the following policy statement:

> "When a "future public use" is designated as the proposed land use on the General Plan map for all or part of a property, the City Council, following consideration by the Planning Commission, may according to the standards set forth below approve a rezoning, a development permit or plan, a parcel map or a subdivision map, that would permit a land use other than a public use. If the City Council makes a finding that the property can be acquired by the City for public purposes at the time of submission of the rezoning, development plan or permit, or map, the City Council should not approve any action which would permit a use other than a public use. "Future public uses" include, but are not limited to, public buildings, parks, schools, streets and freeways designated on the General Plan land use map, but not actually under such public use.
>
> The private land use for a property designated on the General Plan land use map for future public use is that dictated by the following standards which are generally applied in any General Plan land use determination:
>
> A. The General Plan designation for the properties surrounding the subject property;
>
> B. The text of the General Plan;
>
> C. The existing land use on the properties surrounding the subject property;

D. The existing and proposed street patterns and natural boundaries in the immediate vicinity of the subject property;

E. The character of the neighborhood surrounding the subject property, including public improvements therein.

The public use recommendation should remain on the property until such time as the proposed private use is established and then the General Plan should be amended at the next comprehensive General Plan review. Every rezoning, major or minor subdivision, specific plan or any other development plan or permit covering property designated in whole or part for future public use shall be conditioned upon the issuance of building permits within one year of the date of approval. Unless extended by the City Council within one year of the date of approval, the rezoning, subdivision map, specific plan or other development plan or permit shall be deemed void. If a rezoning is involved, the property shall remain in the zone which existed at the time the property was considered for rezoning.

Every rezoning, major or minor subdivision, specific plan or other development plan or permit covering a property designated in whole or part for future public use should be considered by the Planning Commission and approved by the City Council."

8. The Expansion of General Plan Areas

To provide for flexibility in development and still to provide protection to surrounding properties, this General Plan allows for the expansion of property in one General Plan category into an area shown for another General Plan category subject to certain provisions.

For Commercial Developments:

The assemblage of properties into one legal lot or one completely integrated development having frontage upon a primary thoroughfare can be considered for commercial zoning to a depth beyond the commercial designation on the General Plan Map, provided that said expansion will not adversely impact other non-commercial areas and that development is approved through the specific plan process. Improvements or requirements exceeding those of the Zoning Ordinance can be required to ensure that the extended commercial depth does not adversely impact surrounding areas.

For Other Developments:

The assemblage of properties into one legal lot or one completely integrated development can be considered for zoning beyond that recommended by the General Plan Map provided that said expansion will not adversely impact surrounding properties, that development is approved through the specific plan process and that said expansion is consistent with the policies in the General Plan. Improvements or requirements exceeding those of the Zoning Ordinance can be required. The flexible provisions above do not allow for any intrusion into an Open Space area.

9. Determination of Unclear or Uncertain Land Use Designations

When the land use designation of a property is unclear or uncertain, the Planning Commission and City Council shall bring to bear all reasonable criteria in determining the most appropriate land use designation. The type of street that a property fronts upon, defined in the Circulation Element of the General Plan, shall assist in determining the most appropriate land use in accordance with the following criteria:

1. Medium Density Residential and High Density Residential areas must front on a collector street, a secondary thoroughfare or a primary thoroughfare.

2. Retail Commercial areas must front on a primary thoroughfare.

10. Zoning Consistency

The appropriateness of any zone to any General Plan category is addressed in the following Zoning Consistency Chart.

CITY OF EL CAJON
ZONING CONSISTENCY CHART

	O-S	PRD	R-E-40	R-E-20	R-S-14	R-S-9	R-1-6	R-2-R	R-2	R-3-R	R-3	R-4	R-5	R-P	O-P	P	C-1	C-2	C-R	C-M	M	H
Industrial Park																X					X	■
Light Industrial																X				X	■	■
Regional Commercial																X	■		X			■
General Commercial																X	■	X				■
Neighborhood Commercial															X	X	X	■				■
Office/ Non-Retail														■	X	X						■
Low Low Residential	■	X	X	X	■																	■
Low Residential		X			X	X	X	■	■													■
Low Medium Residential		X						■	X	■												■
Medium Residential		■							X	X	X			■								■
High Residential		■									X	X	■									■
Open Space	X	■	■																			■

X Consistent with General Plan ■ May be found consistent under unique and unusual circumstances*

All zones are consistent with Public Institutions, Schools, and Parks.

All zones may be found consistent with special development areas under unique and unusual circumstances.

* The finding of 'unique or unusual circumstances' which enables a property to conform to the General Plan and to retain the property's existing zoning, enables the property to be used for all purposes and uses authorized by the existing zoning and does not in any way limit the uses of the property to the specific uses engaged in at the time of the finding of unique or unusual circumstances.

LIST OF TABLES

TABLE 2..... Distribution of Land Uses in General Plan by Acres and as a Percentage of Total (1995)

TABLE 3..... Estimate of Holding Capacity by General Plan Residential Land Use Designations (1995)

TABLE 4..... Comparison of Population in County, City and Planning Area (1960, 1970, 1980, 1990, 2000 & 2005)

TABLE 5..... Bicycle Route Map

TABLE 1

ZONING BREAKDOWN FOR THE CITY OF EL CAJON AS OF DECEMBER, 1997

ZONE	ACTUAL ACRES	PERCENT (%)	DEVELOPED ACRES	PERCENT (%)	VACANT/ UNDERDEV. ACRES	PERCENT (%)
M	1129.22	15	988.05	87.5	141.17	12.5
C-M	85.93	1.1	83.49	97.2	2.44	2.8
C-R	213.66	2.8	195.04	91.3	18.62	8.7
C-2	381.82	5.1	342.99	89.8	38.83	10.2*
C-1	106.02	1.4	98.51	92.9	7.51	7.1
O-P	35.76	0.5	29.33	82.0	6.43	18.0
R-P	136.43	1.8	128.99	94.5	7.44	5.5
P	1.29	0	1.29	100.0	0	0
R-5	1.01	0	1.01	100.0	0	0
R-4	50.79	0.7	46.96	92.5	3.83	7.5
R-3	702.59	9.4	691.57	98.4	11.02	1.6
R-3-R	127.70	1.7	115.79	90.7	11.91	9.3
R-2	72.13	0.9	69.35	96.1	2.78	3.9
R-2-R	165.72	2.2	159.35	96.2	6.37	3.8
R-1-6	2399.89	32	2266.28	94.4	133.61	5.6*
R-S-9	957.94	12.7	705.93	73.7	252.01	26.3
R-S-14	299.49	4	258.28	86.2	41.21	13.8
R-E-20	282.63	3.8	233.85	82.7	48.76	17.3
R-E-40	155.72	2.1	106.06	68.1	49.66	31.9
PRD Hi	0	0	0	0	0	0
PRDMed	1.36	0	1.36	100.0	0	0
PRDLow Med	.44	0	.97	67.4	.47	32.6
PRDLow	59.66	0.8	48.47	81.2	11.19	18.8
PRDLow Low	14.96	0.2	3.85	25.7	11.11	74.3
O-S	119.03	1.6	10.94	9.2	108.09	90.8
TOTAL	**7502.19**	**99.8**	**6587.71**	**87.8**	**914.46**	**12.2**

TABLE 2
Distribution of Land Uses in General Plan

El Cajon, California, Planning Area

Land Use Categories	Gross Acres	% Total
TOTAL - ALL LAND	12,538	99.99
Residential		
Open Space	909	7.2
Low Low Density	1,522	12.1
Low Density	4,771	38.1
Low Medium Density	623	5.0
Medium Density	846	6.7
High Density	193	1.5
Sub Total	8,864	70.7
Commercial		
Regional Retail	257	2.0
Neighborhood Retail	150	1.2
Office and Other Non-Retail	137	1.1
General	503	4.0
Sub Total	1,047	8.3
Industrial		
Industrial Park	933	7.4
Light Industrial	206	1.6
Sub Total	1,139	9.0
Other Uses		
Public Institutions	102	0.8
Educational	235	1.9
School recreation	299	2.4
Parks	207	1.7
Airport and Related Uses	278	2.2
Freeway Rights-of-Way	367	2.9
b Total 1,488	11.9	
Overlay Designations		
Special Development Areas	647	
Mobilehome Parks	99	

NOTE: These acreages distributed above depending upon underlying General Plan designation

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Table 3
Estimate of Holding Capacity of GP
Residential Land Designations
goes here

TABLE 4

Projections of Population Size, 1960-2005

El Cajon Planning Area, City of El Cajon
and San Diego County

Year	San Diego County Population	City of El Cajon Population	% of County	El Cajon Planning Area (Sphere of Influence) Population	% of County
1960	(a) 1,033,011	(a) 37,640	3.6	(a) 51,860	5.0
1970	(b) 1,357,854	(b) 52,273	3.9	(b) 67,133	4.9
1980	(c) 1,861,846	(c) 73,892	4.0	(c) 93,982	5.0
1990	(d) 2,498,016	(d) 88,693	3.6	(d) 104,416	4.2
2000	(e) 3,002,162	(e) 95,694	3.2	(e) 112,553	3.7
2005	(e) 3,278,885	(e) 95,109	2.9	(e) 112,214	3.4

Sources:

(a) U.S. Census 4/1/60
(b) U.S. Census 4/1/70
(c) U.S. Census 4/1/80
(d) U.S. Census 4/1/90
(e) SANDAG Series 8 Forecast

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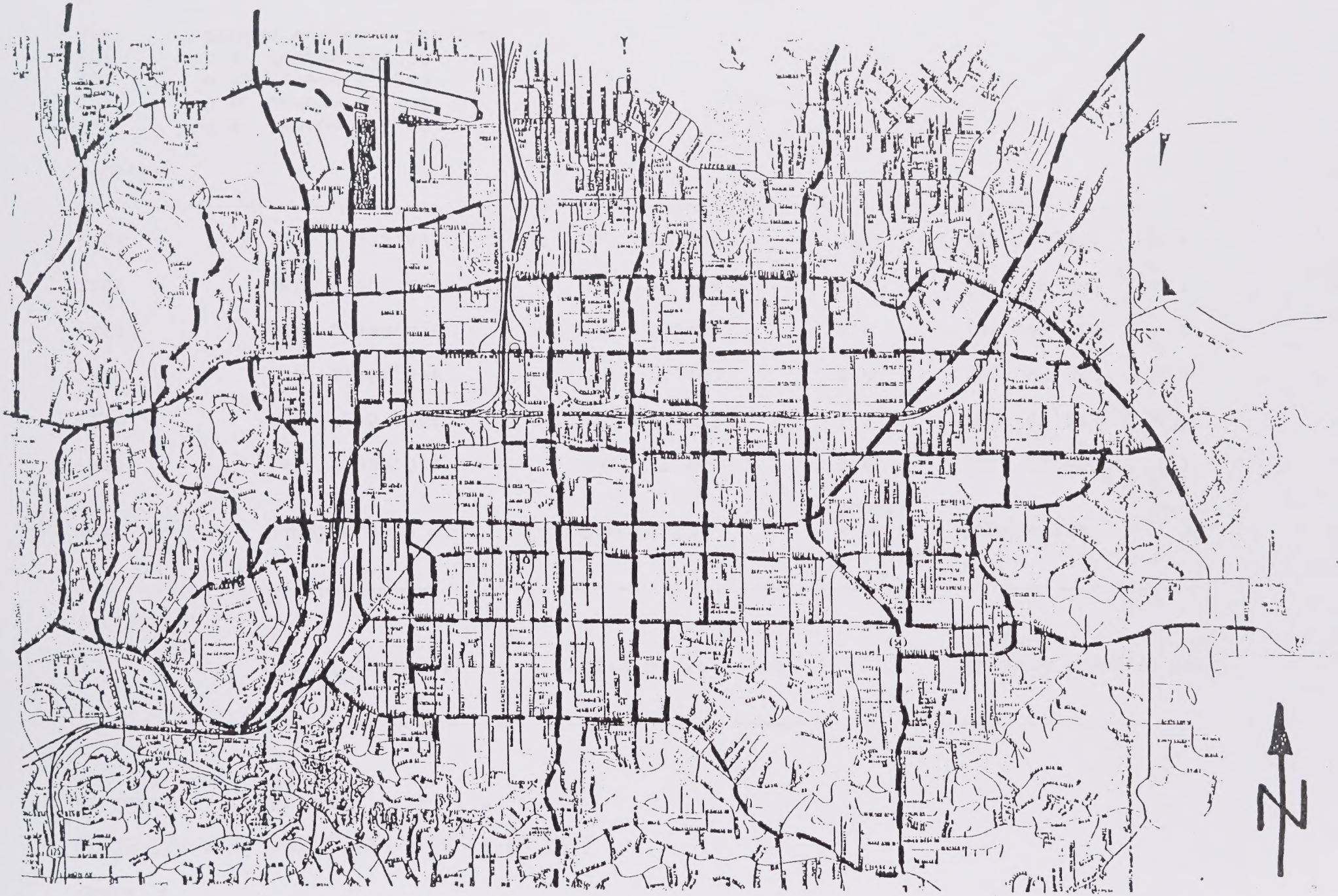
TABLE 5

BICYCLE ROUTE MAP

BICYCLE ROUTES



The Land Use map of the General Plan may be purchased as a separate item.

Please contact the Department of Community Development at (619) 441-1741 for information on costs.

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